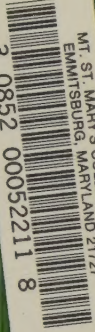


# THE GATEWAY TO AMERICAN HISTORY

RANDOLPH G. ADAMS



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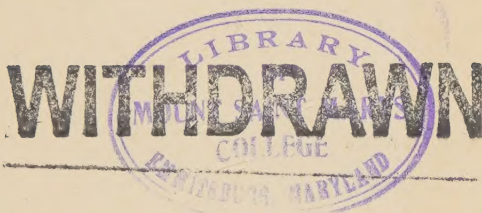




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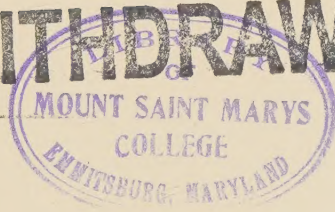






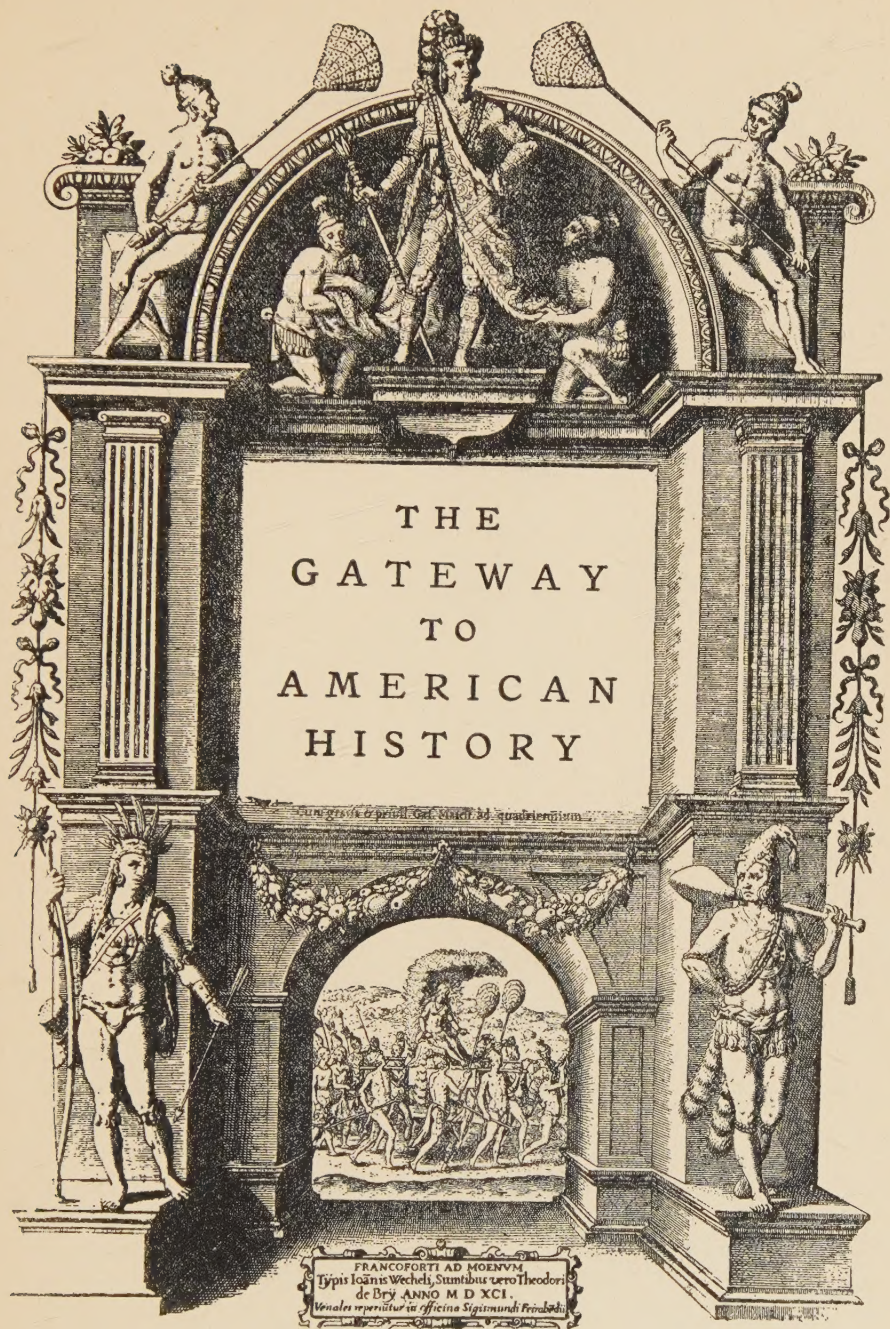
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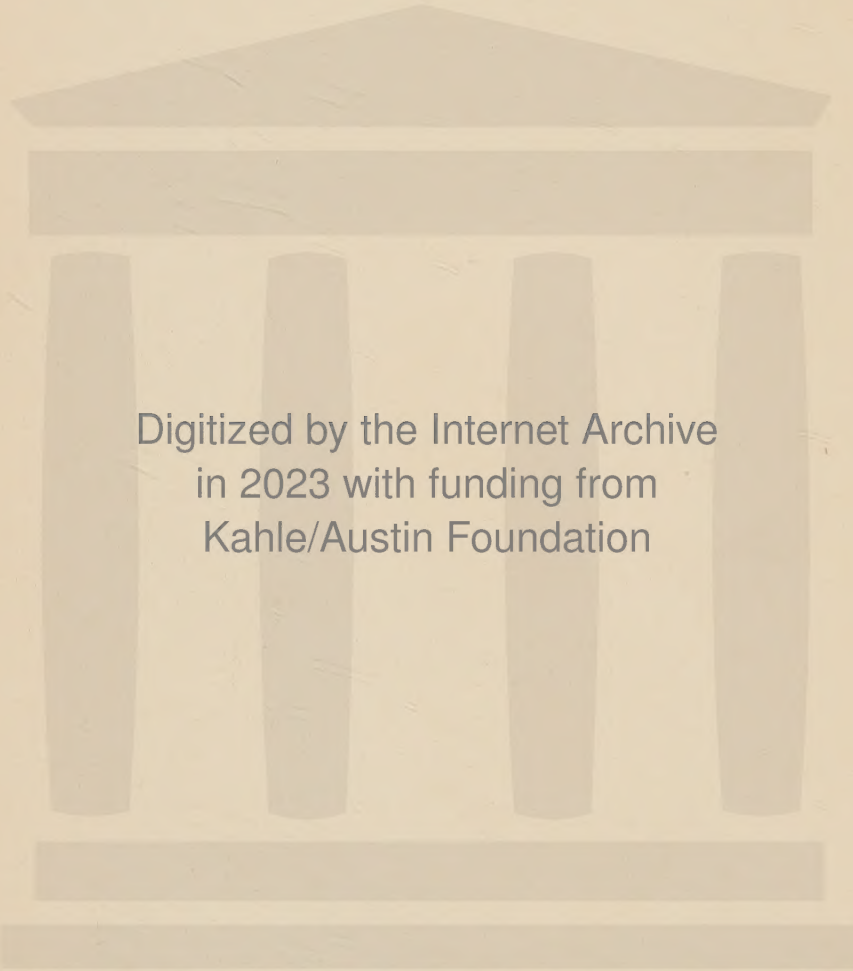




THE  
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# THE GATEWAY TO AMERICAN HISTORY

By  
RANDOLPH G. ADAMS



BOSTON  
LITTLE, BROWN, AND COMPANY  
1927

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THE GATEWAY  
TO AMERICAN HISTORY





*Rochefort, Antilles, 1667*

AN OLD LIBRARY

## CHAPTER I: PICTURES AND CONVERSATIONS

“AND what is the use of a book without pictures or conversations?” inquired Alice. There was no answer. There are times when I doubt whether there is any really good answer to that question. No wonder Alice plunged down the rabbit hole into the Wonderland through which you have all followed her. Or, if you have not, you should have, for it is one of the best stories ever told. But any story-teller will assure you that truth is stranger than fiction, that the things which actually

## THE GATEWAY TO AMERICAN HISTORY

have happened and are happening in this world are far more interesting and infinitely more exciting than stories that are made up. No fairy tales, no novels are quite so thrilling as the stories of what actually happened when America was discovered and settled. Now I have read a great many books of American history which have had neither pictures nor conversations. Often, upon finishing one of them, I have felt like jumping down a rabbit hole too. That is why it has seemed to me that it would be a good idea to open a new gateway to American history, and invite people who like pictures to pass in.

If you will turn back to the title page of this book, you will see an Indian princess just inside the entrance. She is beckoning to us to follow her into the strange New World and to look upon the curious things our ancestors saw and did when first they came to America. Of course the princess would speak a language we could not understand, and so in this book I shall try to supply the conversations which Alice rightly thought so very important. The pictures, however, are more difficult to supply, because I never saw any of these things. If I tried to draw a picture of the first Englishmen landing in Virginia, you might very properly say that you could draw a better one yourself. But neither your picture nor mine would be quite satisfactory, because neither of us was alive when these things happened. Where then shall we go to get our illustrations?

Fortunately we have some pictures drawn both by men who took part in these events and by men who lived close enough



## PICTURES AND CONVERSATIONS

to the period in which they occurred to catch the spirit of the times. Those pictures were published hundreds of years ago, for the people to see, just as to-day they would be printed in newspapers or photographed on the news-reel at the moving-picture theatre. These old pictures were originally published in books of the sixteenth and seventeenth centuries, and to-day we must search among old volumes if we want to see them.

Perhaps we marvel how those books, some of which were read by Queen Elizabeth of England and her friends, have been saved for us, that we may see their illustrations to-day. It is because through all these years a few copies have been preserved and cared for in such libraries as the one pictured at the head of this chapter. While most of the precious books were being read to pieces and worn out, or even torn up by careless people, a few men who really loved books were taking care of the copies in these libraries. In recent years some of the old libraries have been broken up and sold and their rare books scattered over the world. Many of them have come to America, to be added to new collections like those from which they originally came.

It has been no simple matter to get at the old books. They cannot be bought at ordinary bookstores. If you were to go to your nearest public library it is very unlikely that you would find a single copy of any of the books which contain the pictures to be found in this volume. The libraries in which they are preserved to-day are not at all like public libraries — they are much more like museums or art galleries. There are hardly

## THE GATEWAY TO AMERICAN HISTORY

half a dozen such libraries in all America. Many people will never have the good fortune to see these old books, as the men who have charge of them are very careful not to let them out of their sight, lest some damage be done to a volume. But there is no reason why we should not bring the pictures to you, that you may see the earliest representations drawn of America and the Americans.

The world owes a great debt to the men who drew and engraved these old prints, but it likewise owes a great deal to the men whose loving care has preserved for us the few volumes in which the pictures still survive. It is because there have been such men, and such libraries, that to-day the precious old books may be taken from their shelves and photographs made of the pictures they contain.

It is, of course, impossible to find pictures of all the important things that took place in the period of the Great Discoveries. Moreover, such a book of pictures would be too big. This volume deals with only a few of the most important events connected with the finding of America and its exploration by the people of four European countries — Spain, England, France, and the Netherlands. It covers a period of something over a hundred years, from the first settlements in America to the founding of the greatest city in the New World.



*Argensola, Moluques, 1706*

TWO OF THE SPICES OF THE EAST

## CHAPTER II: THE SPICE BAZAAR IN THE EAST INDIES

WHAT made our ancestors leave their comfortable homes in Europe and seek new ones in the wilderness of America? Why did they leave a place where they had plenty to eat and good clothes to wear, and come to a New World, where at first it was very difficult to get food, and where clothing was much worse than anything they had at home? The answer is that their homes in Europe were not so very good, and the clothes that were made at home were often coarse and rough.

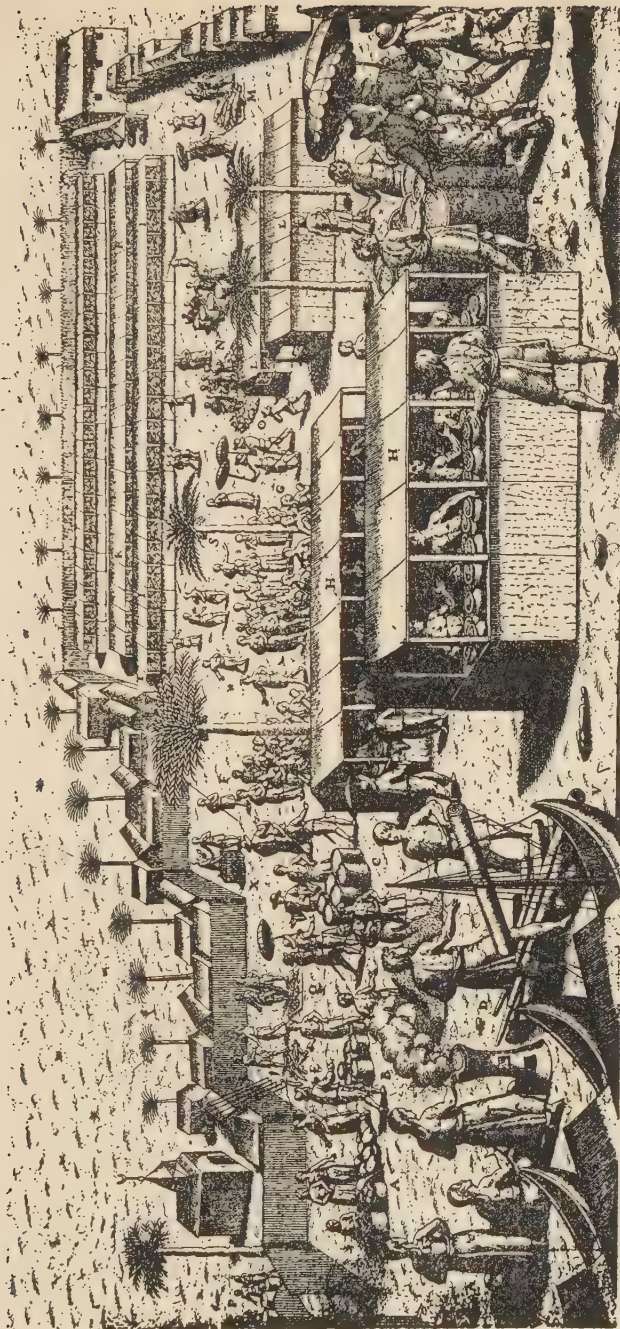
As far back as we can go in the history of the human race, we find human beings trading with one another to get better homes, better tasting food, and more comfortable clothing. The people of Europe five hundred years ago had houses, but the houses were cold, badly ventilated, and often filled with evil smells. Their food was coarse, and as they had no refrigerators,

## THE GATEWAY TO AMERICAN HISTORY

their meat and vegetables were apt to spoil and become unfit to eat. Their clothing was often made of rough wool, which may have been all very well as outer clothing in the winter, but was very uncomfortable for underclothing worn next to the skin. Our ancestors of five centuries ago were in fact very discontented and were willing to pay a great deal of money to sailors and traders who would go thousands of miles to get them goods with which they could improve their homes and make life more cheerful.

Where did the sailors and the traders go? The picture opposite shows a bazaar, or market, in the East Indies, away round on the other side of the world from that on which our ancestors lived. The East sent these luxuries to Europe, and the Europeans sent their sailors and merchants out along the roads to the East to make sure that the supply kept coming. In this market are many things which the European traders might as well have got at home, but there were many others which they could not get save from the East. For example, if you will look at the picture you will see a part marked *A*, where common melons and cucumbers are being sold. But the very next baskets, marked *B*, contain something that Europeans wanted very much and could not raise at home. That is sugar. At *C* the East Indians are selling beans, which seem ordinary enough, but at *D* they are offering sugar cane and bamboo. At *E* there are knives and swords being offered for sale, of which the Europeans had plenty, but at *F* and *G* there is being sold the fine, soft, silken cloth the Europeans wanted instead of their own coarse wool.





A SPICE MARKET IN THE EAST INDIES

de Brui, India, Pt. III



## SPICE BAZAAR IN THE EAST INDIES

In the little houses marked *H* is the most precious and most desirable thing the East had to sell to Europe. Those little sacks on the counter contain the sweet-smelling spices for which European traders sought more eagerly than for anything else. By mixing these spices with their crude and oftentimes stale European food, they could make their dinners much more palatable. Our ancestors were just as fond of gingerbread as we are. But gingerbread contains many other things besides ginger; it is made with cinnamon, nutmeg, clove, mace, and allspice. These are all of them called spices, and even to-day we have to send off to the markets of the East Indies to get them.

The long sheds marked *I* and *K* are stores where cooking utensils and hardware are being sold. At *M* fish are being offered, and at *N* is a fruit stand. At *P*, just outside the gates, is a commodity men have been willing to go thousands of miles to get. It is pepper, which our ancestors often considered more precious than gold and silver. Many a time in the Middle Ages, when a man wanted to make a present to another, instead of giving him gold or jewels he gave him ten pounds of pepper. At *Q* onions are being sold, and at *R* there is rice. In the stores marked *T* may be purchased the precious stones and gems of the Orient — diamonds, rubies, pearls, and sapphires.

The sweet-smelling substances offered in the stores at *H* included something besides spices. There was also incense, to be burned in small jars, so that it would give off a pleasant odor. This was just what the Europeans needed for their badly

## THE GATEWAY TO AMERICAN HISTORY

ventilated houses. That this was as valuable as gold you will remember from the story of the Nativity of Christ. The three Wise Men came from the East and laid at the feet of the infant Jesus — what? Gold, to be sure, but also frankincense and myrrh, which are these same aromatic substances, or incense, which you might have bought at the point in the stores marked *H*.





*Thevet, 1575*

ADJUSTING THE PACKS

### CHAPTER III: THE CARAVAN

IT was many thousands of miles from the spice markets of the East to the homes of our ancestors in Europe. The silks and the incense and the sugar had to be carried a great distance on long-legged camels who paced across the desert, or short-legged donkeys who ambled along carrying great bales of cloth. The picture on page 15 shows a long procession of these animals carrying the goods of the East, and with them is a large company of men. Why should so many men accompany the goods on their way to the West? It is to be noticed



## THE GATEWAY TO AMERICAN HISTORY

that some of the men are carrying guns. This was because the roads over which they had to travel were beset with gangs of thieves and robbers, who wanted to steal the spices and silks. To these men, we have said, the silks and spices were as valuable as gold and silver are to-day. Just as the modern bandit will hold up and rob an automobile loaded with money, so in those days a gang of robbers would hold up and plunder a caravan carrying spices and silks.

The result was that men would not start out on their journey with valuable goods unless a great number could travel together. So it was that this particular caravan moved from the East to the West only twice a year, in April and in September. It came all the way across Asia to the shores of the Mediterranean Sea. In the picture the merchants may be seen reaching their destination, the seaport, where the camels could be unloaded and the packages of silks and spices loaded on to boats, to be sent farther on into Europe. Far off in the back of the picture is the walled city by the sea into whose friendly gate the caravan is heading. In the harbor lie the boats which are to carry the goods on the next stage of their voyage.

Often during their long trip overland the merchants wondered whether they would ever reach the city. They had to travel over high mountains, sometimes covered with snow, through deep passes, often blocked by rushing waters. They had to cross hot, sandy deserts, and frequently they had to ford rivers where there were no bridges. Is it any wonder that when they reached the city they charged a high price for their goods?



de Bry, India Pt. II

THE CARAVAN BRINGING THE SPICES FROM ASIA



## THE CARAVAN

They wanted someone to pay them for all the trouble they had taken, and for all the food they had to carry along to eat upon their long trip.

These are the same causes that make goods expensive to-day. You may go out into the country and buy apples very cheaply. But if you get them in the city you have to pay twice as much, and you ought to, because you have to pay the man who brought them to town for the trouble he took in getting them there. If you go into your grocery store to-day you can get a pound of salt for a few cents, but a pound of tea may cost you a dollar. Why is this? The reason is simple enough: salt can be found at many places near your home, but tea must be brought thousands of miles, perhaps from China, and you have to pay the men who bring it to you.

Moreover, much of the spice and many bales of silk would be lost on the journey. Sometimes a camel would get sick and die, and his load would have to be left on the roadside. Sometimes a package would come unfastened and a quantity of spice would spill out on the road. In the small picture at the head of this chapter you can see some men who have stopped to make their packages more secure. Perhaps they have already lost a part of their load and want to save the rest of it. In any case, you may be sure that, when they reach the city by the sea, they will try to sell what is left for as much as they would have asked for the entire load with which they started out.

All this made the silks and spices expensive. But this is by



## THE GATEWAY TO AMERICAN HISTORY

no means all that happened. When the cargoes were loaded on the boats, their journey was not over. They had to be loaded and unloaded many times more. That is another story for the next chapter.





*Thevet, 1576*

#### BOATS AND CAMELS

### CHAPTER IV: BY LAND AND SEA

“BUT the Parsee came down from his palm tree, and went away in the direction of Orotavo, Amygdala, the upland Meadows of Anantarivo, and the Marshes of Sonaput.” So says Mr. Kipling in closing the story of the rhinoceros. If I were to give you a list of the places through which the silks and spices passed on their way from the East to the West, it would sound quite as impressive and euphonious as Mr. Kipling’s. But you really ought to look them all up on a map. The boats would start out from Java, Sumatra, and the Moluccas. They were

## THE GATEWAY TO AMERICAN HISTORY

unloaded at Bushire, Basra, or Bunder Abbas. Then the goods were put on river boats and run up to Bagdad, or Mosul. Thence they would be shipped again to Smyrna, or Alexandria, or even to Alexandretta. From those ports on the shores of the Mediterranean Sea they would be picked up and carried on to Venice, Genoa, Marseilles, or Barcelona. Once more on the backs of mules and horses, the silks and spices would be sent overland to Vienna, or Paris, or Milan, or the other great cities of Europe. All those places you can find on a modern map, located in orderly succession from the Moluccas, or Spice Islands, to western Europe.

These cities and countries along the road to the East gave their names to the goods that Europe bought. For example, the picture of the spice bazaar was a picture of a real market at Banta, on the island of Java. At the point marked X in that picture was a coop containing chickens. These were the original "bantam" chickens. Java and Sumatra have both given their names to some of the finest grades of coffee. Mosul gave us the name "muslin" for a fine grade of cotton cloth. Bushire, Bagdad, and Smyrna have all given their names to rugs and carpets.

But the real reason why we have mentioned all these towns is because at each one the precious cargo from the East had to be unloaded from camels and loaded on to boats, or taken from ships and loaded on to horses and mules. This changing from one vehicle to another is known as "transshipment." The picture called "Transshipment" means that at the seaport town





*de Bry, America, Pl. III*

TRANSHIPMENT



## BY LAND AND SEA

the goods have to be moved from camels to boats or from boats to camels. It is very hard work, as may be seen in the picture. In the harbor the vessels have just brought in one cargo and are waiting to take on another. On the shore, along the water front, are the boxes, the bales, and the barrels that are to be ferried out to the big boats. On the dock are the merchants and traders. In the foreground a sea captain is saying good-bye to a merchant. The latter is staying behind to have another cargo ready by the time the ships return for their next load.

To-day men talk about "freight rates" and the high cost of getting goods shipped from one city to another. All they mean is just what may be seen in these pictures — the labor of getting the goods sent off, and especially the work of changing from land to sea, or from sea to land. This transshipment or changing the cargo to another carrier is the most expensive part of it all. It is really cheaper to carry a load a hundred miles without unpacking it than to carry it ten miles and change from boat to camel or camel to boat six or seven times. Yet, in carrying the spices from the market at Banta to the French cook who would put them in gingerbread at Paris, it was necessary to change the packages from one kind of carrier to another many times.





*Varthema, 1510*

## CHAPTER V: THE WORLD BEFORE THE DISCOVERY OF AMERICA

WE must stop for a moment and look at a map to see where we have been. The chart opposite was drawn in the year 1482 and it represents about all of the world our European ancestors knew at that time. Asia and Africa are plainly marked and "Europa" is Europe. The white part of the map is water and the shaded portion is land. The sea between Europe and Africa is the Mediterranean. As one can see, not even all of Asia and Africa was known, and America was not dreamed of. The heavy black line shows where the knowledge of our ancestors

# BEFORE THE DISCOVERY OF AMERICA

stopped. One may easily imagine the men of the fifteenth century looking at this map and wondering what lay beyond the edge of the map. What would happen if a man started from Europe and sailed south around Africa? What would



THE WORLD BEFORE THE DISCOVERY OF AMERICA

happen if he sailed west, that is, off to the left? What would happen when the boat reached the black line? Would it fall off into space and never return? Some people thought so and were afraid to go. Others thought the ocean beyond the edge of the map was inhabited by great sea animals who would swallow a boat at one mouthful.

There was a tradition among the early navigators, that, if

## THE GATEWAY TO AMERICAN HISTORY

a boat met with one of these huge sea monsters, the only way to save the vessel was to throw overboard some large barrels. The sea beast would immediately begin to play with the barrels, and while he was thus enjoying himself, the ship might possibly escape. That is precisely what the crew of the vessel on page 27 are trying to do.

The map on page 25 was published at Venice by one of the great fifteenth-century printers, Erhardt Ratdolt. He followed the ideas of two older geographers, or map-makers, whose names were Claudius Ptolemy and Pomponius Mela. These men had lived a thousand years before Ratdolt's time, yet in that thousand years people had learned so little about the world that they still had to use such an old-fashioned map. They could only wonder about what the map did not show. Needless to say, there were some men who felt sure that the world was not flat like this map, but that it was spherical, shaped like a great ball, as is shown in the picture at the head of this chapter. Here we have one of the travelers of the sixteenth century, studying his globe and pondering on what might lie beyond the black line, on the other side of the world. His name was Varthema, and he had been all over the then known world. He had traveled along the roads to the East, whence came the silks and spices, but he never got beyond the black line.

Now if it was so very difficult to get the silks and spices from the East, and if at the same time sailors were thinking about what lay on the other side of the world, what would naturally



## BEFORE THE DISCOVERY OF AMERICA

happen? Simply this: some men said they would like to sail around the world the other way. Instead of going to the east, that is, to the right of the map, they suggested they might go



WHAT SAILORS FEARED THEY WOULD ENCOUNTER, IF  
THEY WENT TOO FAR OUT INTO THE ATLANTIC OCEAN

west, that is to the left, and sail around the world to find the Spice Islands. Of course this meant that someone would have to be brave enough to sail off the edge of the map.

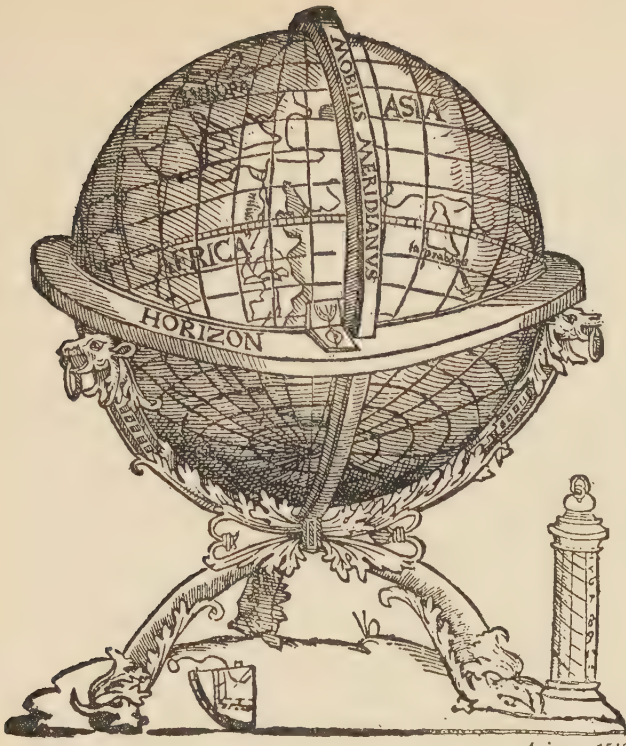
What the names were of the first men who sailed to the west, we shall probably never know. Some think that men of Norway, from the northern part of Europe, tried it first. But if they did they left no clear account of what they found, and, worst of all, they left no pictures. Then there are stories brought back by sailors who said they had gone off to the west and found some islands but could not tell what they were.

An Italian whose name was Christopher Columbus heard some of these stories. He studied his maps and his globes and he was convinced that if he sailed west he would find—

## THE GATEWAY TO AMERICAN HISTORY

something. The more he thought about it, the more he wanted to try. Since he was the first man to go out determined to settle the question once and for all, and since he brought back word of what he had found and had his story printed and published, he is the man to whom the world gives the credit for the discovery of what lay beyond the black line.





*Apianus, 1548*

## CHAPTER VI: CHRISTOPHER COLUMBUS SETS SAIL

SINCE he felt sure that the world was round, like a great globe, Columbus knew there was no danger of falling off the map. But when he tried to get someone to lend him the money to go out and prove it, he found that other people were not so sure about it as himself. Yet Columbus needed money to buy and equip boats with which he might sail to the west. It is always hard to borrow money from a man who is not sure he is ever going to get it back again. The rich men whom he talked to all wanted to know how they would be paid back if he never returned. Finally Columbus went to the King and Queen of

## THE GATEWAY TO AMERICAN HISTORY

Spain to get money and ships. King Ferdinand was too busy to bother very much with such a rattle-brained scheme as Columbus seemed to have on his mind, but Queen Isabella was more interested. The more she heard the more interested she became. About that time two wealthy brothers, whose name was Pinzon, offered some money. In fact, they said they would like to go along with Columbus. The combined work of the Queen and the Pinzon brothers finally secured three small vessels for Columbus. In the picture Columbus is saying farewell to the King and Queen of Spain as he starts out on his great voyage. In the background may be seen the three vessels, the Pinta, the Nina, and the Santa Maria, with which Columbus sailed from the Spanish port of Palos in the year 1492.

Doubtless the Pinzons are already on board, while a small boat is waiting to carry Columbus out to the largest of the three vessels, the Santa Maria, in which he is to sail. It is not likely that the King and Queen came down to see Columbus off, but the man who drew the picture wanted us to know that the voyage was made with the good wishes of the sovereigns of Spain.

Columbus sailed toward the west, toward the setting sun. He did not know just what he was going to find, but he was courageous enough to go without knowing. He does not appear to have been greatly interested in whether or not he would reach the Spice Islands, although it is likely that the men who paid for the voyage were very much interested in that point.



*de Bry, America, Pl. IV*

COLUMBUS LEAVES SPAIN







## CHRISTOPHER COLUMBUS SETS SAIL

About all we can be sure of in Columbus's ideas is that he felt sure there were some interesting islands off there somewhere in the west and he was going to find them. He certainly did not dream that his voyage would result in the discovery of great continents and in the founding of many new nations, of which the United States is only one.



*Columbus Letter, 1493*

## CHAPTER VII: THE CARAVELS SAIL ON TO THE WEST

THE small picture at the head of this chapter is an early drawing of the kind of ship in which Columbus sailed. It was called a caravel. You are looking at the back of the boat, which the sailors call the stern. The little house perched on the stern is where Columbus lived in those weary weeks during which he was crossing the broad Atlantic Ocean. At the top of the mast may be seen a little platform, where sailors went and watched to see whether there was any land ahead. For many a long day sailors stayed on that masthead, straining their eyes toward the west, watching, and wondering whether they would



de Bry, America, Pl. IV

CROSSING THE OCEAN





## CARAVELS SAIL ON TO THE WEST

ever get anywhere. Some of them began to fear that they were really sailing out so far they would fall off the edge of the map. Others began to recall the dreadful stories of sea beasts that were big enough to eat up a ship.

The boat in which Columbus sailed away from Spain looked like that in the picture on page 35. In those days before steam-boats travelers had to rely on sailing vessels. In the upper left-hand corner of the picture is a boy with his cheeks all puffed out. That is the only way the artist had of showing what it was that made the boat move. He could not very well draw a picture of the wind, so he used this method of indicating that unless the wind were blowing directly behind her, the vessel could not put out to sea. The sails and rigging were rather clumsy and difficult to manage, as may be seen from the antics of the sailor who is climbing out on the bowsprit to fix the small sail at the front of the boat. Even the Santa Maria, the largest of the three boats, was very small, being hardly a hundred feet long by twenty feet wide. Yet upon such a tiny craft Columbus set out on his voyage to the unknown. The artist was so anxious that we should know what an exceedingly small boat it was, that he drew the picture of the sailor a little too large. The size of the fish is also exaggerated. The flying fish astonished the sailors, but one of them has evidently decided that he is going to have fish for dinner to vary the monotonous diet of salt meat and hard bread.

When a number of men have to live together in close quarters for a long time with nothing particular to do, they become

## THE GATEWAY TO AMERICAN HISTORY

childish and quarrelsome. Doubtless the sailors all grumbled about the food, and complained at every trifle they could in any way blame on Columbus. After dark, the sailors gathered together in small groups and told one another how much better they could sail the ship than their leader could. It is even said that some of them conspired to kill Columbus and throw his body into the sea. It is incredible, but it is true, that men engaged in a great adventure will show a pettiness which in all too many cases wrecks the whole work.

It is a great tribute to Columbus that he was able to keep up the spirits of his crew. Often he did not feel a bit cheerful himself, but one of the things which marks a really great man is his ability to keep on smiling when everyone else is downcast. This quality Columbus possessed. Perhaps it is one of the reasons why we in after years have forgotten the names of most of Columbus's companions, but have remembered his. He kept his head and loyally persisted in his great task of finding what land there was far out in the ocean.



*Columbus Letter, 1493*

#### THE LANDING OF COLUMBUS

### CHAPTER VIII: THE LANDING OF COLUMBUS

COLUMBUS sailed on toward the west for more than eight weeks. To-day the great ocean liners cross the ocean in less than eight days. Yet on that long first voyage the great captain could not even dream of the day when huge steam vessels, a hundred times the size of his tiny boat, could go as far in a single day as he could go in seven. Finally his patience and his persistence were rewarded.

On Thursday, the eleventh of October, in the year 1492, the sailors on all three of the boats saw some sticks of wood and

## THE GATEWAY TO AMERICAN HISTORY

branches of trees floating in the water. Surely land must be near at last, a land from which these growing things had come. The people on the *Nina* said they saw a branch of a rose bush, the roses blooming upon it. Still, at nightfall, they had seen no land. Columbus called his company together and reminded them of the great gift of money Queen Isabella had promised to the first man who caught sight of land. All through the night anxious eyes strained through the darkness in an effort to see what lay ahead of the ships. About ten o'clock at night Columbus was on deck, looking ever wistfully toward the west, when suddenly he saw a light. It seemed to rise and fall as though someone were waving a lantern or torch. He called one of the sailors and asked him whether he saw anything. The sailor immediately saw the light too. Twice more in the darkness they saw the light flashing. They waited breathlessly for the dawn. What a long night that must have been, while the men stood in groups about the deck, wondering whether at last they had reached the end of their long voyage!

About two o'clock in the morning the darkness began to lift, and the sound of a gun was heard from the *Pinta*. Her pilot was sure he had seen something ahead and was signaling to Columbus. As the dawn broke on them, sure enough, right ahead lay the long, low shores of an island. When it was light enough to sail forward, each ship raised a small bit of canvas and all moved slowly toward the land. When near enough, all three ships dropped their anchors and put out their small boats. Into one of the first of these stepped Christopher





*de Brj, America, Pl. IV*

THE LANDING OF COLUMBUS



## THE LANDING OF COLUMBUS

Columbus, and in a few minutes, as his rowboat reached the shore, he stepped out on to the solid ground of the New World.

As they approached, the sailors saw some people on the shore. But these people did not look like the friends they had left behind in Spain. They had very brown skins, and they wore few clothes. Many of them wore no clothes at all. Who were they? Columbus knew that if he had sailed far enough to the west, he might be somewhere near India, the land from which the spices came. He therefore felt that he must be in the Indian Ocean and that these people must be Indians. So in his famous letter which he wrote describing this first voyage he called these people Indians. To-day we still call them by that name, although it was given them by mistake. For it was not India, but a new land which probably no white man had ever seen before.

The Indians were at first much frightened at seeing these strange white men come upon their shores. In the picture some Indians are to be seen running away. But before long others came forward and tried to talk with Columbus. Some brought him presents of gold and silver. Of course they all found out at once that the Indians and Spaniards could not understand one another, so they had to talk by making signs.

Columbus was very anxious from the beginning to tell the Indians about Jesus Christ, and it may be seen in the picture that one of the first things he did was to erect on the shores of the island the sign or symbol of Christianity — the cross.

The little drawing at the head of this chapter is possibly the

## THE GATEWAY TO AMERICAN HISTORY

very earliest picture we have of the landing of Columbus at one of the islands he discovered on his first voyage. Upon his return to Spain Columbus wrote a letter describing what he had found, and in it he thus describes this island: "In the one which was called Hispana, as we said above, there are great and beautiful mountains, vast fields, groves, fertile plains, very suitable for planting and cultivating and for the building of houses." The artist who drew this picture evidently wanted to get all those things into one small picture. It is very crude, of course, but it is the first impression that most people got of that great event.





*Benzoni, 1565*

## CHAPTER IX: COLUMBUS AND THE EGG

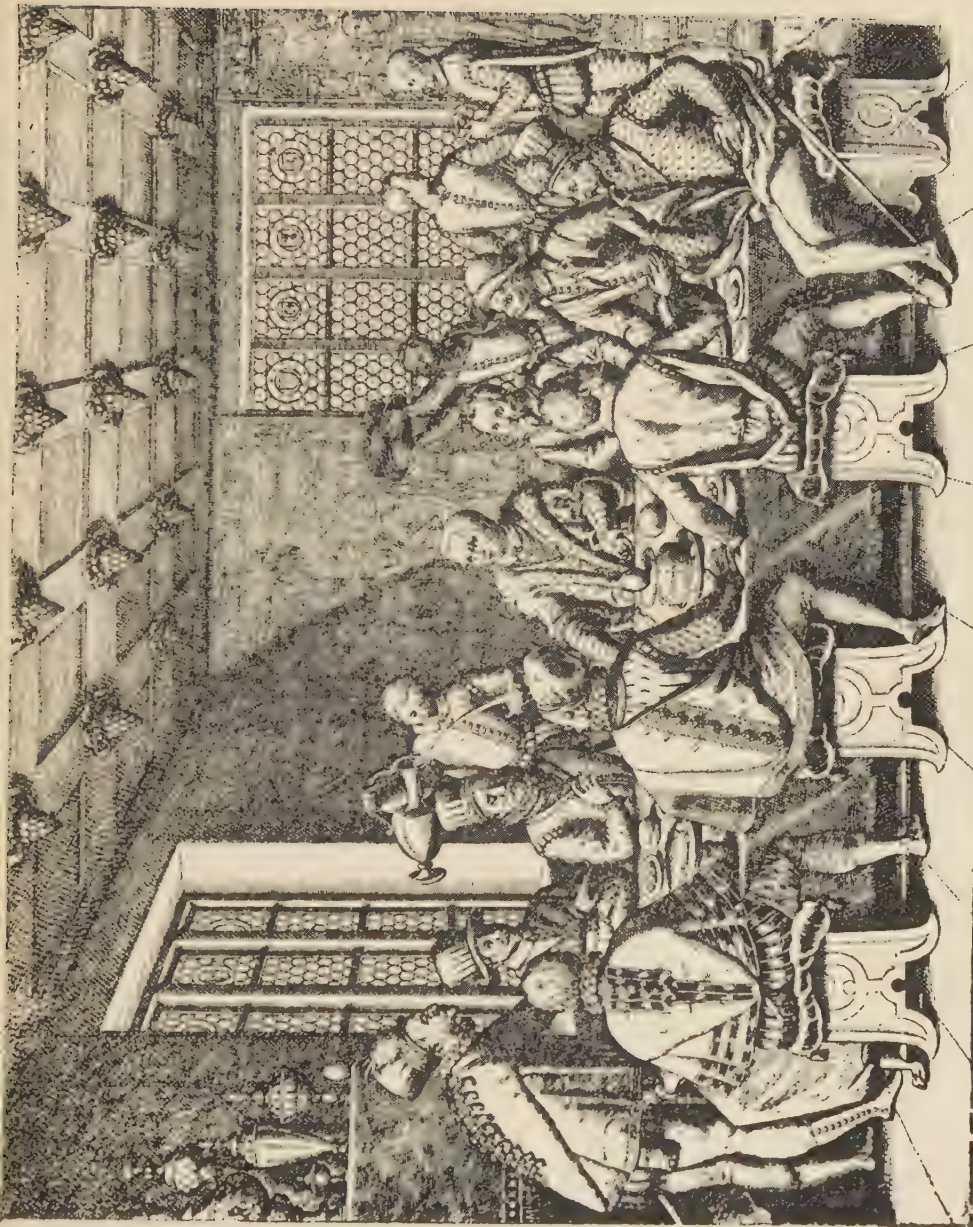
COLUMBUS did not stay in the New World very long on his first trip. He left a few of his men with the Indians and went right back to Spain to tell King Ferdinand and Queen Isabella what he had found. Of course the King and Queen were delighted to see him and entertained him royally. But there were a great many men who could not bear the thought that Columbus had actually accomplished the difficult task he had attempted — had actually found the islands he sought.

The story is told of how some of these men gave a dinner party to Columbus. Although they tried to be generous, some of them were exceedingly jealous of him, because he had done

## THE GATEWAY TO AMERICAN HISTORY

what none of them had ever dared to try. One of these jealous men remarked during the course of the dinner, "After all, anyone could have done what you did." Columbus looked at the man and then said, "Can any of you make an egg stand on end?" The servant brought an egg and many of those sitting at the table tried to make it stand up on end. Of course they could not, because the end of the egg is round and it always rolled over. So Columbus took the egg and brought it down upon the table hard enough to crack the end and make it flat. Then the egg stood up on end. Once more the envious guest exclaimed, "But anyone could have done that!" Columbus laughed at him and replied, "Yes, but none of you did it. In the same way, you thought my voyage to the New World was an easy thing to do, after I had done it — but none of you did it." In the window back of the table are four shields. These represent the four quarters of the coat of arms which the King of Spain gave Columbus in recognition of his great accomplishment. The shield at the left represents the islands Columbus found. The second shield is the anchor representing his rank as an Admiral of Spain. The third shield is a castle, signifying the Kingdom of Castile, while the fourth is a lion, signifying the Kingdom of Leon. These two kingdoms together made up Spain, as it was at that time.

At the head of this chapter is a picture of the Italian traveler who told us this story of Columbus and the egg. His name was Benzoni. He came out to the New World after Columbus, and wrote a book which is among the earliest descriptions we have of America.



*de Bry, America, Pl. IV*

**COLUMBUS AND THE EGG**







*Jovius*

CHRISTOPHER COLUMBUS

## CHAPTER X: THE GREAT DISCOVERIES

ON page 51 is the same map as was seen in Chapter V; but it is now greatly extended, to show what was found by the men who had the courage to sail beyond the edge of the old map. In 1492 Columbus started out from the extreme southwestern tip of Europe, and the dotted line indicates his course westward until he reached the islands of the New World. A few years after Columbus's voyage, another man, whose name was Vasco da Gama, set sail from a near-by seaport and voyaged south, to see what would happen when he crossed the edge of the map in that direction. The other dotted line shows da Gama's route

## THE GATEWAY TO AMERICAN HISTORY

to the south and east, which was directly opposite to the way of Columbus. Da Gama was able to go around Africa and actually reached a port in the East where he could buy the spices and silks.

Here again the map of the Old World is shaded and the seas are white. The new lands, which Columbus and da Gama and the men who followed them discovered, are black. Thus it may be seen that da Gama began to make additions to our knowledge of Asia and Africa, while Columbus began the work of putting the Americas on the map.

The first map showing America was drawn in 1500 by Juan de la Cosa, who was the chief pilot of Columbus, on his first trip. But his map was drawn and painted by hand and so very few people saw it until comparatively recent years. The first printed map to show the new discoveries was probably that drawn by an Italian geographer, Giovanni Contarini, and published in 1506. There is known but one copy of this map, and it is in the British Museum. The first map to appear in an atlas, or geography, was drawn by John Ruysch and printed in the edition of Ptolemy's geography which appeared at Rome in 1508. Many copies of this edition of Ptolemy's book survive in the world's great libraries.

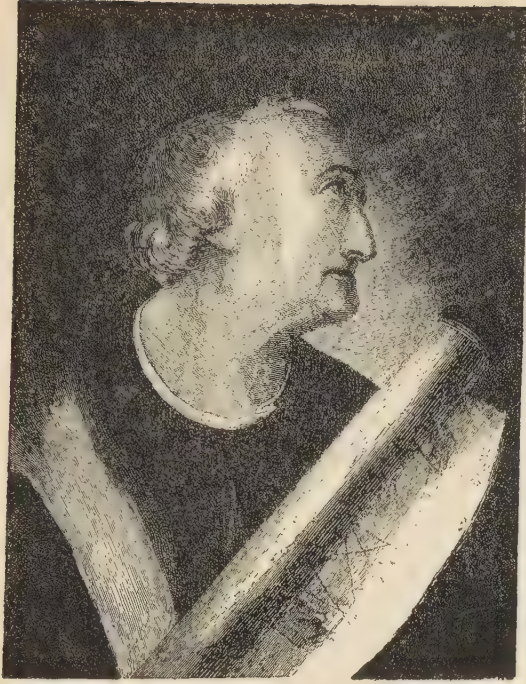
But of course the maps of Cosa, Contarini, and Ruysch did not show all of the Americas as we have drawn the map here. It was centuries before all of America was sufficiently well known to make it possible to draw even a complete outline of the western continents.



THE MAP OF THE WORLD AS IT BEGAN TO BE CHANGED BY  
THE GREAT DISCOVERERS







AMERICUS VESPUCIUS

## CHAPTER XI: THE NAMING OF AMERICA

AFTER Columbus had led the way and discovered the new lands to the west, many other people decided that they too would go over and make further explorations. Among these was a learned Italian geographer, whose name was Americus Vespucius. He crossed the Atlantic Ocean and sailed all around the islands Columbus had found. Likewise he investigated the mainland of South America, and made notes on what he observed. Upon his return to Europe he wrote some books about the New World he had seen. Because he wrote more than Columbus did, and because his books were so widely read,

## THE GATEWAY TO AMERICAN HISTORY

some people began to imagine that it was really Americus, and not Columbus, who had made the principal discoveries.

Of course the men most interested were the geographers who drew the new maps. Chief among these was Martin Waldseemüller, a teacher of geography in the little town of St. Dié in France. He probably drew a map showing America as early as 1507. At any rate, in that year he certainly published a book on geography in which occurs the following passage: —

**Americo** Nunc vero & hæc partes sunt latius lustratæ / & alia quarta pars per Americū Vespūtium ( vt in sequentibus audiatur ) inuenta est : quā non video cur quis iure vetet ab Americo inuentore sagacis ingenij viro Amerigen quasi Americi terram / siue Americam dicendam : cum & Europa & Asia a mulieribus sua sortita sint nomina. Eius sitū & gentis mores ex his binis Americi nauigationibus quæ sequuntur liquide intelligi datur.

This is written in Latin and it means: "Another and fourth part of the world has been discovered by Americus Vesputius, and I do not see why anyone should object if it is called after the wise man Americus, the land of Americus, or America." Upon the map shown in Chapter V, it will be remembered, the world had three parts, Europe, Asia, and Africa. That is what Waldseemüller referred to when saying that "another and fourth part of the world" had been discovered. Now it is perfectly true that Americus did explore parts of South America which Columbus had never visited, and perhaps that might properly have been called after him. But the mistake was to



*Mercator, 1637*

THE GEOGRAPHER





## THE NAMING OF AMERICA

call both of the continents of the New World after him, as though he, and not Columbus, had been the first to venture across the Atlantic Ocean and find the new lands. Of course, no one can blame this on Vespucci, for it was actually the fault of Waldseemüller, sitting in his room in the far-off mountains of France, working with his books and his mathematical instruments.



*de Bry, America, Pt. IV*

#### A QUARREL ABOUT GOLD

### CHAPTER XII: THE SEARCH FOR GOLD

IN the picture of the landing of Columbus, it was seen that the Indians gave the white men presents made of gold. This caused great excitement among the Spaniards, for they thought they might get a great deal more of the precious metal to take home with them, and thus become rich for the rest of their lives. But someone had to dig the gold out of the ground, and the Spaniards did not know just where it could be found, nor were they willing to dig for it. They drove the Indians to dig in the hills in many places where there was no metal. In other places where they found gold, they drove the poor Indians even





MINING FOR GOLD





## THE SEARCH FOR GOLD

harder and forced them to work continuously bringing it out. The white men soon forgot all about the Christ whose cross had been erected on the seashore when Columbus landed — they forgot all about being kind to the Indians, and instead, inflicted the greatest hardships upon them. The result was that the Indians left the neighborhood, or else died because of the harshness and cruelty of the white men. Before long there were no Indians left in many parts of the New World. Yet the Spaniards felt they must have someone to keep up this digging for gold.

If you will look at the map at the end of this book, you will see upon it the words *Africae pars*, meaning “a part of Africa.” In that section of the world there lived a race of savage black men, who were particularly numerous in the region of the Senegal River. (“Senega Fl.” on the map.) When there were no Indians left to work the gold mines, the white men sent over to Africa and captured thousands of these black men, who were transported across the ocean and set to labor in the gold and silver mines, and at other hard work the white men wanted done. Thus it was that the Negro, or black man, came to America. The white men felt they were too good to work with their hands, as in the picture you may see some white men sitting comfortably in chairs or standing idly around, while the poor Negroes bring out the earth which contains gold.

Throughout the course of human history there have been men who wanted to be rich and comfortable without working, and all too frequently they have forced the poor and the

## THE GATEWAY TO AMERICAN HISTORY

ignorant to work for them. It is one of the saddest tales in the story of mankind, but we cannot escape the fact that the cruelty of man to man is a large part of what we call history.

The worst of this story lay in the fact that the gold often brought the white man only more unhappiness. At the head of this chapter a number of white men are shown having an angry dispute over the division of the gold. Several of them are drawing their swords to fight about the matter, and soon someone will be killed. What puzzled the Indians and the Negroes about all this was the fact that whenever the white men treated the Indians cruelly and then fought with one another to get the largest share of gold, there was always a priest in the background urging the Indians to be baptized and to become good and gentle followers of Christ. One Indian said he did not want to go to Heaven, because he was afraid there would be some Spaniards there.



*Manesson Mallet, 1683*

AN INDIGO PLANTATION

## CHAPTER XIII: FARMING PROVES BETTER THAN MINING

IN the parts of America where there was no gold, the white men soon found something they wanted almost as much. We have seen that one of the reasons for the many voyages was the appetite of Europeans for sweet things to eat. It was discovered that sugar would grow in certain parts of America, and soon there were huge plantations of sugar cane. From these farms thousands of tons of sugar were sent back to Europe every year, where it sold for high prices.

## THE GATEWAY TO AMERICAN HISTORY

At the right of the picture opposite, the sugar cane can be seen growing, much as corn grows. There are men who cut and bring in the stalks to the sugar mill. In the corner may be seen the workmen stripping the leaves off the cane. It is then put under a large stone wheel which crushes it to a pulp. The juice runs out of this pulp, and is gathered up by other workmen. Sometimes the big mill wheel was turned by hand, and at other times it was dragged around by horses. The Negroes and Indians dipped up the juice as it ran out, and poured the sweet liquid into a huge pot, which was boiling over a fire. After the sugar boiled clear, it was put into large jars and carried out into the sunlight to dry and harden.

Sugar was one of the first things that America produced in great quantities. No longer need the sweets for European tables be carried in slow-moving caravans along those weary trade routes from the East. The sugar planter was among the first of those American business men who now sell their products all over the world. Of course this sugar business made it more necessary than ever to bring thousands of Negroes to America, for few white men could stand the constant work in the hot sunshine.

As a consequence of this, a regular trade was carried on, of capturing human beings on the coast of Africa and selling them to the planters of America to work in the fields. This terrible traffic began almost as soon as the land was discovered. Few of the people who came to America can avoid blame for this. As the northern part of the continent was settled, there grew up a





de Bry, America, Pl. V

THE SUGAR MILL



## FARMING BETTER THAN MINING

race of sailors in that part of America which we call New England. Sugar and molasses from the plantations were shipped from the southern colonies to New England. The New Englanders manufactured sugar into rum and then sent it on their boats to the coast of Africa. There the rum was traded for Negroes, and shiploads of the unfortunate Blacks were then brought on these same ships back to the American plantations.

But there were other types of farming which required this Negro labor, besides the sugar raising. Men have always been willing to pay high prices to obtain beautiful colors with which to dye their garments. One of the most effective colors is a kind of blue called indigo. This could be got from indigo plants, which could also be raised in America. Indigo plantations sprang up in both North and South America, and yet more thousands of slaves had to be brought over to help grow the indigo plants, so that European men and women might be clad in brightly colored clothes. At the head of this chapter may be seen one of the indigo plantations in operation.





*John Smith, 1624*

THE SHOAL OF CODFISH

#### CHAPTER XIV: THE ENGLISH FOLLOW THE SPANIARDS

It is interesting to observe how many Italians helped in the discovery of America. Yet this is natural enough, for if you will look at a map, you will see that the great trade routes which brought the spices and silks from east to west, in the fourteenth and fifteenth centuries, had to pass through Italy. It was the ships of Venice and Genoa which carried these cargoes from the eastern to the western end of the Mediterranean Sea. So it was the Italians who were among the first to





*Manesson Mallet, 1683*

WHAT CABOT'S VOYAGE LED TO



## ENGLISH FOLLOW THE SPANIARDS

become interested in those geographical studies that led to the Great Discoveries. Columbus himself was an Italian, and so was Americus Vesputius. The map of Ptolemy and Mela was printed at Venice, an Italian city. So too the first English voyage to the New World was made under the direction and leadership of an Italian. One Giovanni Caboto secured permission from King Henry VII of England, in the year 1497, to sail with an English ship and an English crew toward the west.

“Giovanni Caboto,” translated into English, becomes John Cabot, and as John Cabot he set out from the English port of Bristol with a small ship and eighteen sailors, just four years after Columbus had returned with the news of his discovery. It took John Cabot more than a month to cross the ocean, and he probably reached the mainland of North America, where Columbus had never gone. We have very little information about what John Cabot saw or what he did, but this we know, that upon his return to England he reported to King Henry about a “New-Found-Land” and that the King gave the magnificent sum of “ten pounds to hym that found ye new isle.” Moreover, we know that in after years, when the English desired to claim a share of the new lands in America, they recalled John Cabot’s voyage and made it the foundation of their claim that they had the right to send Englishmen out to the New World and to settle there.

In addition, Cabot’s voyage gave news of yet another way to wealth. He told the story of how he found the “sea covered with fishes, which were taken, not only with a net, but also

## THE GATEWAY TO AMERICAN HISTORY

with a basket, in which a stone is put, so that the basket will plunge into the water.” So impressed was Cabot with his own fish story that he told many people about it, and soon the news spread all over England. Very shortly the English sailors went out for the Grand Banks of New-Found-Land, to get some of these codfish, and they have been coming every year ever since. When an English artist, many years later, drew a picture of an English ship off the coast of North America, he drew what may be seen in the picture at the beginning of this chapter, a shoal of codfish so close together that in very truth you might have lifted them out of the water by the basketful.





SIR HUMPHREY GILBERT

## CHAPTER XV: SIR HUMPHREY GILBERT

ONE of the marvelous things about the story of America is the way in which men were willing to leave their quiet and safe homes in Europe, and to sail over the rolling ocean on little ships which pitched and tossed and seemed likely to turn over at any moment. Boats in those days were not made with the skill used in shipbuilding to-day, and they were not always big enough or strong enough to stand the storms they so often met at sea.

The picture on page 75 shows one of these tempests. The sky is dark with heavy clouds, and the lightning shoots across the heavens, while fierce waves dash and beat against

## THE GATEWAY TO AMERICAN HISTORY

the poor little ships. The sailors have had to take in and roll up the sails, for fear the wind would blow the ships over. It required great courage to crawl out upon those swaying spars and tie down the sails. On one of the ships the sailors evidently did not take in sail quickly enough, and the mast has been blown completely into the water. Another of the boats has been beaten to pieces by the wind and waves and is rapidly sinking. The men have to hold fast to pieces of wood and parts of the ship that will float. Then, as the ship goes down, they will have to wait floating around in the water until the storm is over and one of the other ships can pick them up.

It was in such a storm as this that Sir Humphrey Gilbert, one of the greatest English explorers, was lost. As he was returning with his vessels from a voyage to North America in 1583, he sailed into a terrific storm. Among his ships was a small one called the *Golden Hind*, while he was himself on a sort of ship known as a frigate. This is the story told by one of the men on the *Golden Hind*, as set down by the chronicler, Richard Hakluyt: —

“Monday, the ninth of September (1583) in the afternoon the Frigate was near cast away, oppressed by waves, but at that time recovered: and giving forth signs of joy, Sir Humphrey Gilbert, sitting abaft with a bible in his hand, cried out to us in the *Hind*, (so often did we approach within hearing) ‘We are as near to heaven by sea as by land.’ Reiterating the same speech, well beseeming a soldier, resolute in Jesus Christ, as I can testify he was. The same Monday night, about twelve





A STORM AT SEA





## SIR HUMPHREY GILBERT

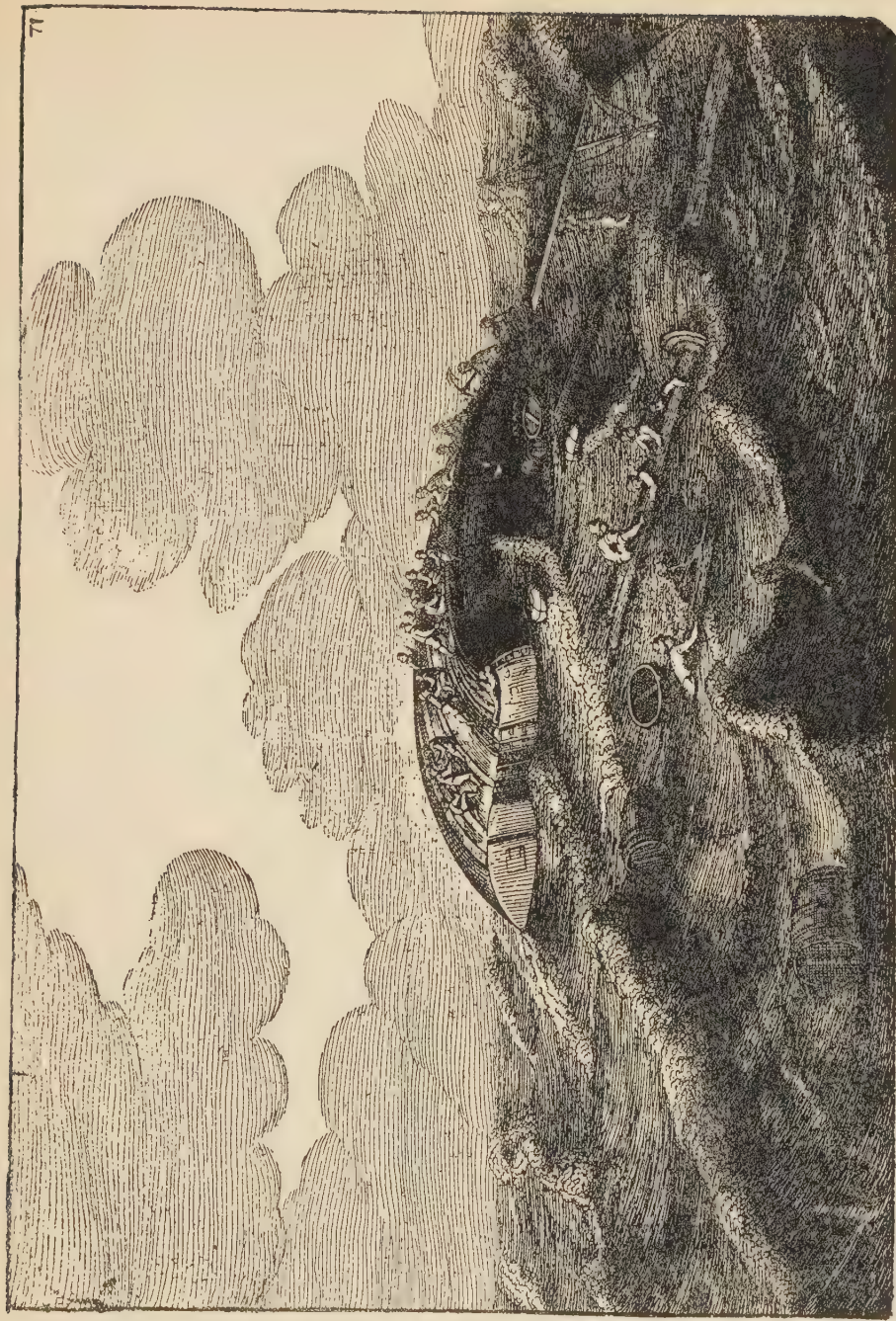
o'clock, or not long after, the Frigate being ahead of us in the Golden Hind, suddenly her lights went out, whereof, as it were in a moment, we lost the sight, and our watchman cried 'The General (Sir Humphrey Gilbert) is cast away.' Which was too true. For in that moment the Frigate was devoured and swallowed up by the sea."



*Champlain, 1613*

## CHAPTER XVI: THE TALES OF COURAGE AND SKILL

WHEN we look at the pictures of the boats in which men sailed to discover and explore America, we wonder why they were not all blown over, the vessels appear to be such tall and unwieldy things — and in fact many of them were. The picture on page 79 shows a boat turned over on its side by the force of the wind. The sailors are clinging to the side of the vessel, and trying to stay alive as best they may. Their only hope is that another boat may come along and pick them up. The ships were usually so top-heavy that it was impossible to get them to right themselves again. Some of the sailors were evidently washed overboard when this boat was blown over,



AFTER THE STORM





## THE TALES OF COURAGE AND SKILL

and they are holding on to fragments of the broken mast. Others are swimming to get to barrels or pieces of wood, which they hope will keep them afloat.

In all too many cases of this sort the men and their boats were utterly lost. In those days ships were not equipped with radio apparatus. They could not send messages to other vessels which might be out of sight. All they could do was to wait helplessly and trust that another vessel would come along. We cannot dwell too long upon the thought of these men who were willing to give up their lives that to-day we might live in safety and comfort. We cannot even imagine the hardships they suffered, nor the dangers they endured.

At the same time there is another group of men to whom we owe a great debt — a debt that should never be forgotten. If the shipwrecked sailors escaped the perils of the sea, and if they returned home, they were full of tales and stories of wonders they had seen and the adventures they had met. Fortunately for us, there were some men who spent their lives listening to these stories and writing them down. Without this record, we should now know little of the way in which America was explored. We have already mentioned Richard Hakluyt as one of the greatest of those who saved the stories of the sailors and wrote them in a great book. Almost as important as Hakluyt was Samuel Purchas, whose picture appears at the foot of this chapter. He saved all the stories which Hakluyt had not used, and to these he added a great many more, which he had collected himself. In 1625 Purchas published his

## THE GATEWAY TO AMERICAN HISTORY

collection of Voyages in five bulky volumes. You will find nearly all the stories of the discoveries and explorations of the sixteenth century in the books of these two great historians.





*Champlain, 1613*

## CHAPTER XVII: A WEST INDIAN HURRICANE

THE troubles and dangers that beset the sailors did not end when they reached the shore. In the picture on page 85 the ship had apparently got safely within a harbor, when suddenly a fierce hurricane arose. These terrible storms rise south of the islands that Columbus discovered, and then sweep northward through the islands and often up the coast of the United States. Fortunately, in this case the sailors were on shore at the time the storm broke. The wind came with such fury that it drove the ship on to the land and cracked it in half like an eggshell. The violence of the tempest was so great that it uprooted trees,

## THE GATEWAY TO AMERICAN HISTORY

blew down the huts of the Indians, and piled huge waves up on the land. Both the Indians and the white men rushed for shelter. Some of the Indians found a cave in the rocks where they were fairly safe. Because they wore so few clothes, the Indians could run much faster than the white men, who, as may be seen, were burdened down with their heavy armor.

Some of the white men were struck by falling trees, because they could not jump out of the way fast enough. Others were greatly alarmed at the noise made by the storm, as some of them thought the thunder was more dangerous than the lightning. The real danger was from the power of the wind. In those days there were no newspapers to tell when such a storm was coming up, and no weather bureaus from which the warnings of the coming hurricane could be sent to sailors. To-day, whenever one of these fierce hurricanes comes up the coast of the United States, there are men whose business it is to send out messages so that the sailors may know in time and get their vessels safely moored out of the way of the storm.

We know only too well how these terrific storms still come up the coast, particularly in the region of Florida. Of course it is a much more serious business to-day. In the time when the picture was drawn, there were very few houses and people to be injured. The hurricane could sweep across open fields or woods without hurting anyone. But to-day, when one of them comes, it passes over populous cities, crushing the houses and buildings, hurling ships up on to the shore, and sometimes killing hundreds of men and women who get caught among the falling walls.

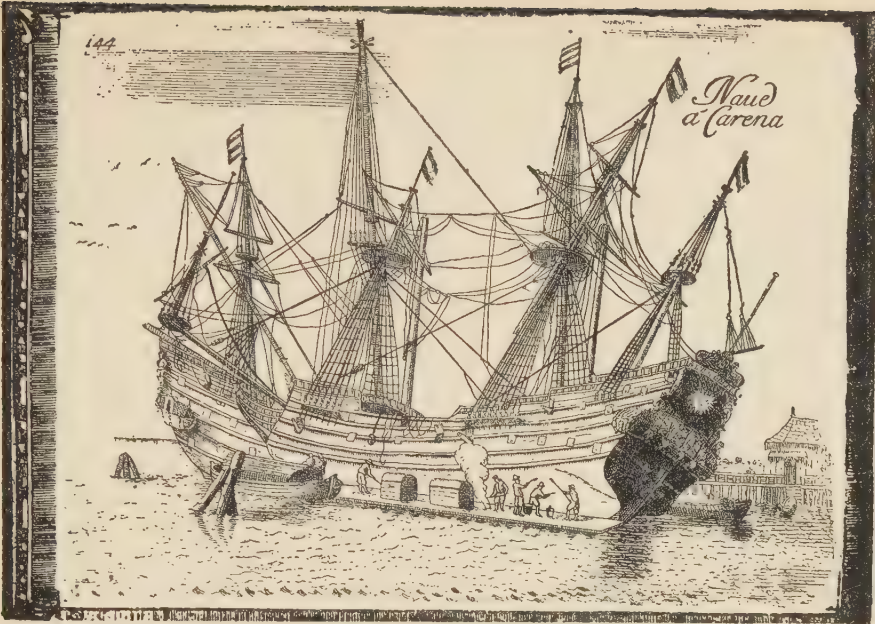




*de Bril, America, Pl. IV*

## THE HURRICANE





Coronelli, 1696

#### CAULKING THE SHIP'S BOTTOM

### CHAPTER XVIII: WHAT THE SHIPS WERE LIKE

AFTER the storm was over, the sailors might find their boat lying on the shore. But often it was so badly battered and broken that it could never sail again. Naturally they began to worry about how they were going to get home. If they were able to save any tools from the wreck, they set to work at once to build a new vessel. This was a rather difficult thing to do, as they had no workshops in which to finish the multitude of little parts so necessary to hold the ship together. If they had lost all their tools, they often fashioned their swords and daggers into the necessary implements. Of course this would take a long time. In the picture on page 89 the sailors evidently expect to spend most of the summer at the work, for they are



## THE GATEWAY TO AMERICAN HISTORY

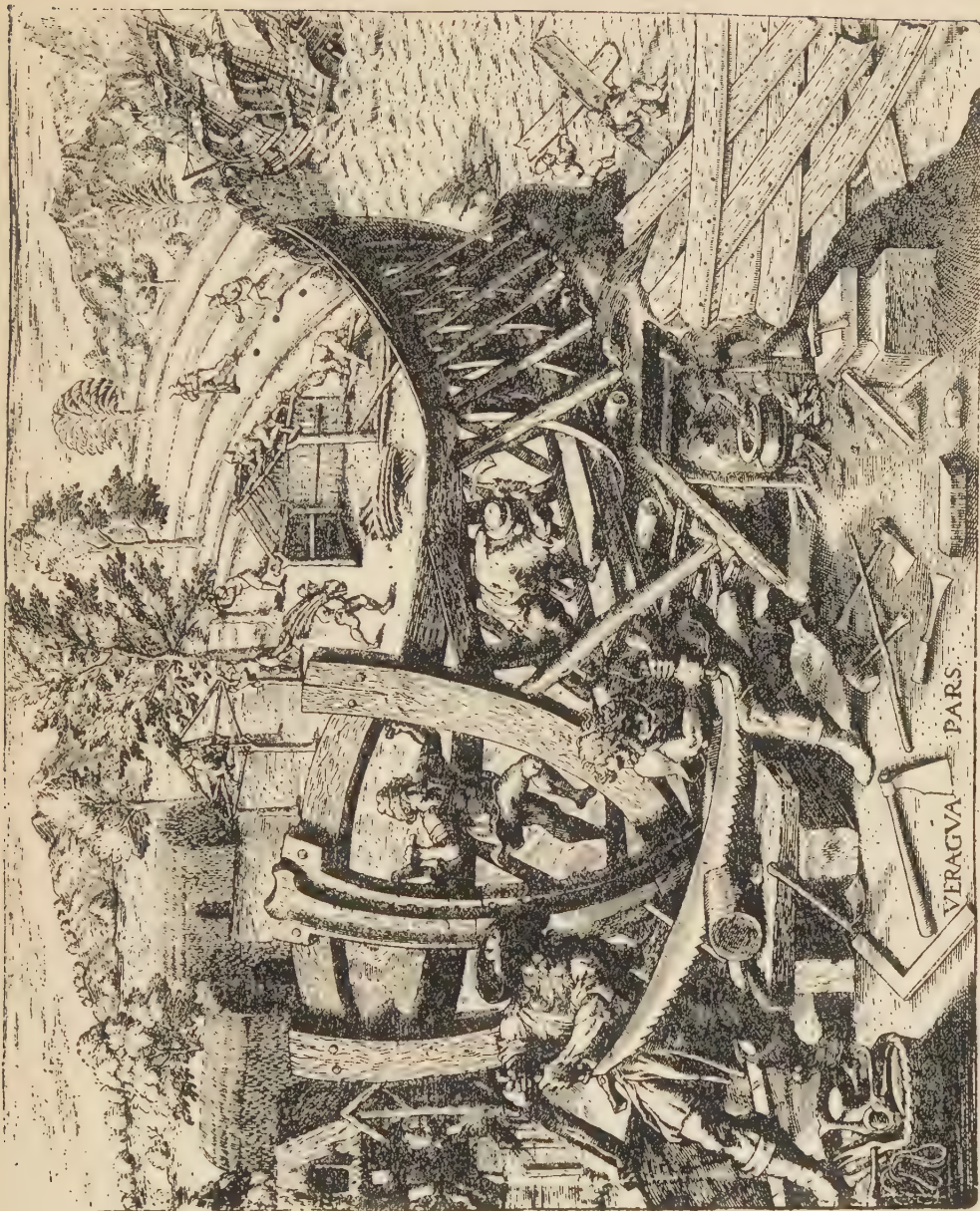
building houses in which to live in the meantime. The huts are constructed by laying straw or thatch across substantial wooden frames. Farther off in the background some of the sailors are planting seeds for the coming harvest time. They are apparently going to be at the job several months.

The work on the new ship is progressing as well as might be expected under the circumstances. On the ground in front of the framework may be seen tools which are almost identical with those any carpenter uses to-day. There are an axe, a chisel, a mallet, and a try-square. Farther to the right is an anvil with a hammer on it, with which the smith can beat the bolts and rivets into shape. Inside the skeleton of the ship a workman is putting a rivet into place.

Just behind the anvil is a pot of boiling tar, over a fire. When the ship was finished, there would be great cracks between the planks. She could not sail in this condition, as the water would soon fill the boat and sink her. These cracks must be filled with tar and then the entire bottom of the boat given a coat of this thick, water-tight substance. In the picture at the head of this chapter may be seen a large boat from which the tar has been washed away, making it necessary to throw her over on her side and apply a fresh coat of the water-proofing.

Because sailors were so accustomed to handle this oily material, they came to be called "tars," a name by which they are still known.





VERAGVA PARS.

de Bry, America, Pl. IV

BUILDING A SIXTEENTH-CENTURY SHIP





*World Encompassed, 1628*

SIR FRANCIS DRAKE

## CHAPTER XIX: AN ELIZABETHAN SEA DOG

WE have said that John Cabot made his great voyage to the New World in the reign of King Henry VII of England. For nearly a hundred years after Cabot's time the English did very little to follow up his work. Of course the fishing fleets went out to the Grand Banks for cod every summer, but there was no great effort by Englishmen to gain a share of the New World.

In the reign of King Henry's granddaughter, Queen Elizabeth, English sailors came to realize that the Spaniards were getting something besides fish from the New World. We



## THE GATEWAY TO AMERICAN HISTORY

remember that the Spaniards began to find gold and silver. An immense amount of this treasure soon found its way from America in Spanish ships to enrich the great Spanish king who is known in history as the Emperor Charles V. He had succeeded Ferdinand and Isabella upon the throne of Spain, and his bold conquerors in America were sending him quantities of gold.

England has always been a nation of seafaring people, and chief among the sailors of Queen Elizabeth's day was Sir Francis Drake. He made up his mind that he would go out to America and get some of that gold for himself. Once he got started, he decided he would continue straight on around the world to the still fascinating Spice Islands. Fifty years earlier the ship of Magellan, a Portuguese sailor, had gone completely around the world. Possibly when Drake started out he had no intention of sailing around the globe—but that is what he did.

In the year 1577 he set out from England and crossed the Atlantic Ocean. Instead of stopping when he reached America, he sailed south and around the lower end of the continent, and soon found himself out in the midst of the vast Pacific Ocean. In looking at the map at the end of this book we may see some islands off the lower tip of South America, marked *Ins. Reginae Elizabethae*, which is the Latin for "The islands of Queen Elizabeth." Drake so called them as he passed by on his famous voyage. On the same map the Pacific Ocean is marked *Mare Australe* or "South Sea."

Drake now headed north and sped up the west coast of





THE CACAFOGO AND THE CACAPLATA

*Hulsius, Pl. IV*



## AN ELIZABETHAN SEA DOG

South America, keeping a sharp lookout for Spanish treasure ships. Soon he sighted a great Spanish vessel which was laden with gold and silver. The name of the Spanish boat was Cacafo, or "Spitfire." He had little difficulty in capturing the Cacafo and from her he took all the precious metals he could find. The Spaniards who thus lost all their treasure told him that he should call his boat the Cacafo, while theirs ought to be called the Cacaplata, because *plata* is the Spanish word for silver, and instead of spitting fire at the English they had only spit out silver.

After this lucky adventure, Drake turned west and headed directly out into the great Mare Australe. He sailed on for many weeks and finally, to his great joy, reached the far-famed Spice Islands or Moluccas, which we may see on the map at the end of the book, marked *Maluchae Insulae*. At this point he filled what little space he had left in his ship with precious spices and then sailed on to the west and around Africa, just as da Gama had on his return from India.

Finally, nearly three years after he had sailed from England, Drake returned with his rich cargo, to greet Queen Elizabeth and to share with her the great wealth he had brought from America and from the Spice Islands. As a result of this, Drake and all his friends became very rich. But, more important than this, Queen Elizabeth got a large part of the gold. This was important because soon the Spanish began to complain to the Queen that Drake had stolen a great deal of that money from the Cacafo — as, of course, he certainly

## THE GATEWAY TO AMERICAN HISTORY

had. Queen Elizabeth replied to the Spanish that she would punish Drake by taking the silver. But she took only a small part of it, and she never gave any of that back to the Spaniards. Perhaps she thought that she and Drake had as much right to take it from the Spaniards as the Spaniards had to take it away from the poor Indians; and perhaps she was right.

At any rate, she was so much pleased with Drake that she gave him a new coat of arms, which may be seen in the picture at the head of this chapter. Above Drake's shield is a small globe, and on the globe is a sailing vessel, signifying that Drake had mastered the globe for England by sailing around it.





THE ARMS OF THE KING OF SPAIN

## CHAPTER XX: ENGLAND AGAINST SPAIN

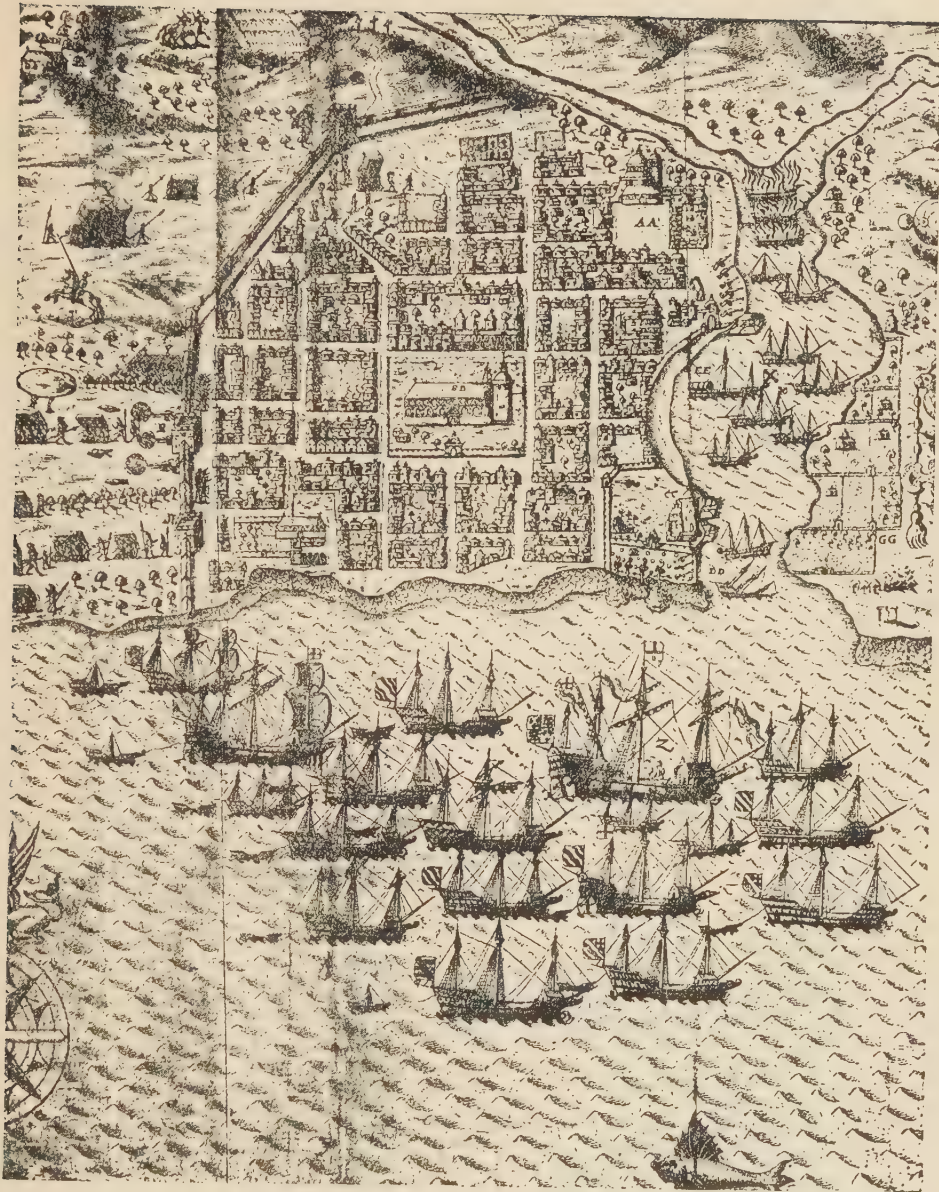
ALL this made the Spaniards very angry, and soon Spain was virtually at war with England. Drake gathered together a greater fleet than ever before and set sail for the very heart of the Spanish dominions in the New World. If there was to be any fighting, Drake determined to fight on Spanish lands.

The picture on page 99 shows the first city the Spaniards built in America. It was founded by Columbus himself, and when he died he was buried in the great church which may be seen in the middle of the town. His body still rests in a tomb in this cathedral in Santo Domingo.

## THE GATEWAY TO AMERICAN HISTORY

Of course the kings of Spain were exceedingly proud of Columbus and what he had done, and they soon became very haughty about it. At the time Drake started out, the King of Spain was Philip II and he had placed upon his coat of arms a globe representing the world, just as Drake had done. But he was not satisfied with that. Upon the globe he wrote, in Latin, "The whole world is not enough for me." If you will turn back to the picture of Ferdinand and Isabella, you can see this same coat of arms on the wall behind them. At the head of this chapter may be seen the same arms after King Philip had added those greedy words about not being satisfied even with the entire world.

The old proverb tells us that "pride goeth before a fall," and Philip soon had a bad tumble. Sir Francis Drake sailed his fleet right up to the city of Santo Domingo itself. In the picture may be seen Drake's fleet lying out in front of the town, while his soldiers and sailors have gone ashore to attack the walls and gates of the city. It was not long before they fought their way through the gates and drove the Spaniards pell-mell out the other side of the town and across the river. The English then settled down to make themselves at home in Santo Domingo, where they stayed for more than a month. Drake himself lived in the palace of the Spanish governor, which is marked *AA*. His flagship in the harbor is marked *Z*. The Spaniards sunk some boats at the mouth of the river, marked *DD*, to keep the English vessels from coming in any farther. Other vessels, at *FF*, the Spaniards set on fire to keep Drake



DRAKE'S ATTACK ON SANTO DOMINGO

*Expeditio Draki, 1598*





## ENGLAND AGAINST SPAIN

from capturing them. At the stern of Drake's vessel is flying the flag of England, and at her masthead a flag bearing the cross of St. George, the patron saint of England.

At length the Spaniards paid the English a great deal of money to go away. Drake took the gold, and got his men back on their ships. But before he sailed off he warned the Spaniards that he and his Englishmen had as much right as the Spaniards to sail the waters of the New World and to bring out Englishmen to live in America.



SIR WALTER RALEGH

## CHAPTER XXI: THE ARRIVAL OF THE ENGLISHMEN IN VIRGINIA

WHILE Sir Francis Drake was fighting for England's right to share in the riches of America, another one of Queen Elizabeth's sailors was actually bringing a number of his countrymen to find homes in the western lands. Sir Walter Raleigh was one of the first Englishmen who saw that America was much more than a place to get gold. He felt that the people who spoke the English language would find it a good place to live. He was a half brother of Sir Humphrey Gilbert



THE ARRIVAL OF THE ENGLISHMEN IN VIRGINIA





## ENGLISHMEN ARRIVE IN VIRGINIA

and so he knew all about the dangers of the sea. But still he was fascinated by the idea of taking Englishmen across the ocean and placing them as colonists in America.

There were many reasons why the Englishmen of Queen Elizabeth's day were willing to leave their old homes and seek new ones in the wilderness. England is a small island, and often in her history there have come periods when there were more people than could live upon it. England was not big enough to provide food and work and homes for all her sons and daughters. Some had to leave and go to other lands. Sir Walter Raleigh was sure that America would be just the place to which some of them might go. So he spent a great deal of money providing boats in which to carry the colonists. He sent out vessels to explore the coast of North America and find the best place to locate his colony.

Finally, in the year 1585, seven shiploads of Englishmen set sail for their new homes across the water. At the last minute poor Sir Walter himself could not go. Queen Elizabeth was very fond of him, and she did not want him to go on this long and dangerous journey, for she feared he might never come back. So the little fleet had to go on without the man who had done so much to make the voyage possible. The picture on page 103 shows the arrival of this fleet in America.

They had a hard time finding a place to land, because of those long, narrow islands between the sea and the mainland. The inlets through which the vessels had to pass were so shallow at low tide that, as one can see, some of the ships were

## THE GATEWAY TO AMERICAN HISTORY

sunk trying to get inside. They ran aground and were beaten to pieces by the waves. The Indians could float around on the shallow water in their little canoes, but the larger English boats had a great deal of trouble.

This first English settlement in America was made upon the island marked *Roanoak*. Queen Elizabeth was known in England as the Virgin Queen, because she never married. Therefore the whole of the new country was called Virginia. At first Virginia included all the eastern coast of what is now the United States. To-day the state of Virginia is only a part of the whole. This first colony of Englishmen in America was made in what is to-day the state of North Carolina.

The coming of the first Englishmen and the founding of this first English colony in the New World is an event of importance second only to the discovery by Columbus. From this beginning, the civilization, the laws, the language, and the institutions of England have been spread over all of what is now the United States. We are able to see in this picture of the "Arrival of the Englishmen in Virginia" a drawing which was made by a man who actually witnessed the great event. But that is a story for the next chapter.



Bland, 1651

AN EARLY PICTURE OF INDIAN CORN

## CHAPTER XXII: THE INDIAN VILLAGE

It is very fortunate that among the first men to come to Virginia there was one who could tell stories and another who could draw pictures. Thomas Hariot, one of the colonists, wrote a book about what he saw in Virginia. John White, another of the settlers, painted a great many pictures of what he saw. These two men went back to England and carried with them their news of what Virginia was like. In the year 1588 there was printed the first book on the first English colony in America, *A briefe and true report of the new found land of*

## THE GATEWAY TO AMERICAN HISTORY

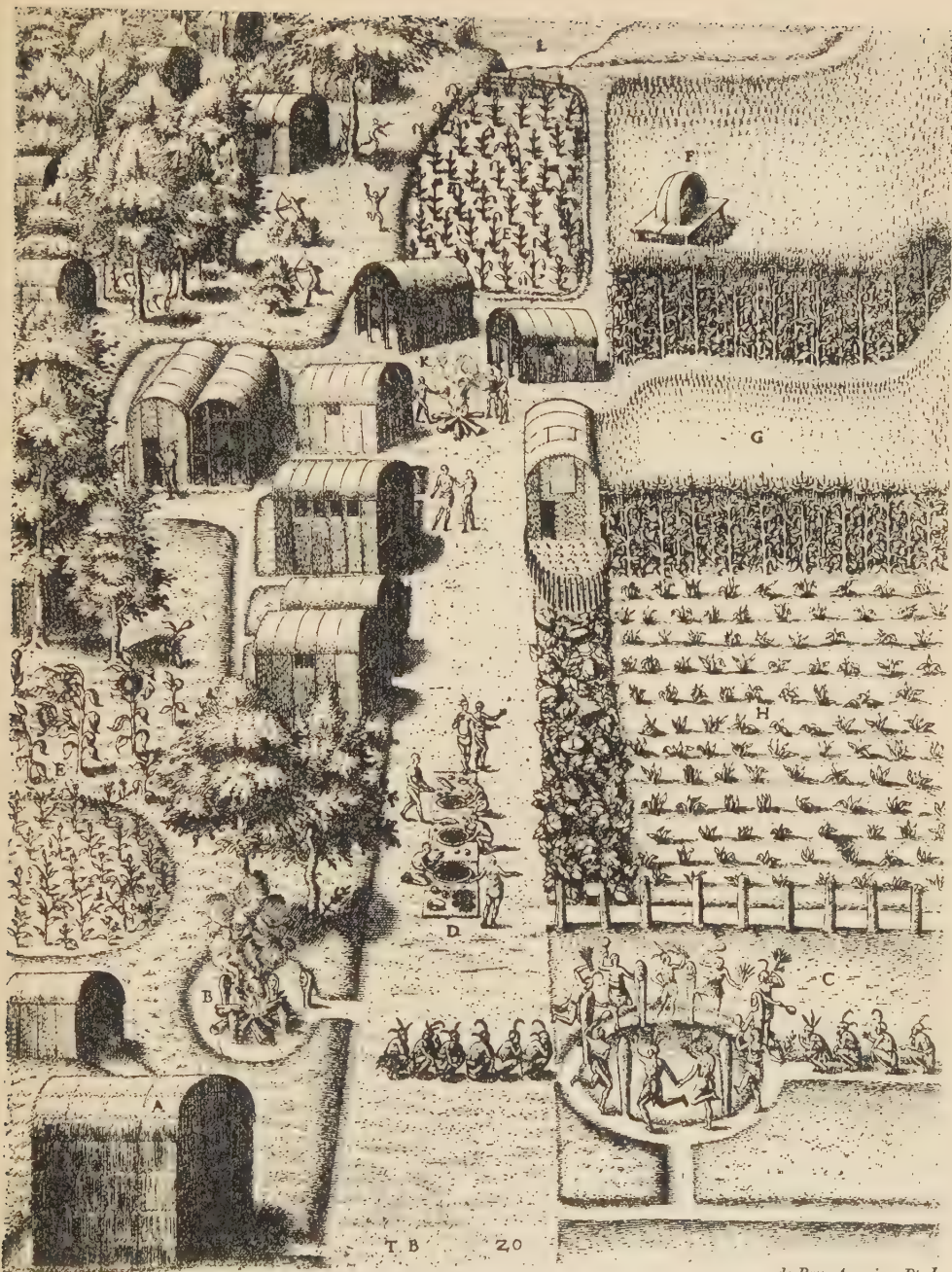
*Virginia*, by Hariot. This is regarded as the rarest and most valuable book ever published about America, for there are hardly a dozen copies of it left in the entire world.

Two years later Richard Hakluyt suggested to an enterprising German publisher, whose name was Theodore Bry, that he put the Hariot book and the John White pictures together. Bry and his sons engraved on copper plates the paintings which White had made in Virginia. He then reprinted Hariot's story and illustrated it with the pictures printed from the copper plates. Of course a great many people, not only in England but all over the world, wanted to see this book about the curious new-found land of Virginia, and although Bry printed thousands of copies of his book, in English, in French, in German, and in Latin, still copies to-day are very scarce and hard to obtain. The explanation of this is, of course, simple enough. It is the old story of books being worn out by being read by so many people. These picture books of Theodore Bry were so torn by constant handling that comparatively few survive.

The picture on page 109 is Bry's redrawing of John White's painting of an Indian village in Virginia. Here are the Indians' houses, which, as Hariot tells us, "are made of small poles made fast at the tops in round form, after the manner as is used in many arbories, in our gardens in England, in most towns covered with bark, and in some with artificial mats made of long rushes."

Here, too, are the Indians' gardens, in which one may





"THE TOWNE OF SECOTA"

de Bry, America, Pt. I



## THE INDIAN VILLAGE

easily recognize the pumpkins and melons. But if you had been John White you would not so quickly have known what some of the other growing things were. The part marked *G* is corn. The Indian sitting in the little hut marked *F* is staying there to scare the birds away, so they will not eat the grain. None of these Englishmen had ever seen our Indian corn before they came to America. They knew about wheat, and so at first they called this "Indian wheat."

The section of the picture marked *H* is tobacco. Englishmen had never smoked tobacco until they found the Indians in America doing it. Sir Walter Raleigh was one of the first Englishmen to introduce smoking into England. The story is told of how, while he was smoking his pipe one day, his servant thought he was on fire and threw a bucket of water over him.

In the middle of the street at the place marked *D* some Indians are having a dinner of corn and fish. Near by a number of their comrades are dancing. Perhaps they are celebrating because of the good crops of corn and tobacco they have been able to grow.





*Theriet, 1558*

INDIANS MAKING FIRE

## CHAPTER XXIII: FIRE AND FISH

THE Indians had no matches with which to make fire. It was a far more difficult thing for them to cook their food than it is for us to-day. All we have to do is to strike a match and turn on the gas. The picture at the head of this chapter shows what the Indians were forced to do. An Indian has made a small hole in a log of soft wood. He filled the hole with dry leaves and cotton, and then inserted into it one end of a small stick of hard wood. This small stick he whirled around between his hands. Rubbing one piece of wood against another in this way made both of them very hot. As the Indian kept on working, the dry leaves and cotton became hotter and hotter, until





VIRGINIA INDIANS FISHING

*de Bry, America, Pt. I*



## FIRE AND FISH

finally they caught fire and blazed up. Such was the tedious way the Indians made fire. They must have had a great deal of patience.

It has been said that white men did not smoke tobacco until after the discovery of America. In this same picture one of the Indians is smoking a cigar. Naturally the white men were greatly surprised to see an Indian take tobacco and roll it up in a large leaf, and then light one end. But they were even more amazed to see him put it in his mouth and draw back the smoke into his nose and throat. The Indians explained that they smoked to cure themselves of a cold in the head, and of hay fever. It was not long before the white men took to smoking tobacco and doubtless when people asked them why they did it, they too said they were curing their colds.

Nowadays when a man smokes he carries a box of matches in his pocket. But the Indians had no such simple method of carrying their fire. If an Indian were going on a journey, he would have to put earth and stones in the bottom of his canoe and actually build a fire on this rude fireplace in his boat. The picture on page 113 shows the fire burning in the canoe, as the Indians paddle swiftly across the water.

In this picture we may also see how the Indians caught their fish. In the water beneath the boat is a great variety of sea animals — crabs, turtles, flounders, and other fish. In the back of the picture are some Indians standing in the water spearing fish. But many of the fish are too small and too quick to be caught this way. To secure them the Indians

## THE GATEWAY TO AMERICAN HISTORY

made traps or nets. Running out from the shore into the water is a thing that looks like a fence. With their boats the Indians drove the fish up against the fence, which is so closely woven that the fish can get through at only one point. At that place there is an opening in the fence, through which the fish rush, only to find themselves in a basket, from which the Indians can easily take them. As Thomas Hariot said, "There never was seen among us so cunning a way to take fish."

When the Indians wished to cook their fish they simply made a hurdle from sticks of wood and then laid the dressed fish above the fire. Thus the fish were broiled out in the open air and could be enjoyed by the Indians, who must have been blessed with the appetites of people who are always on a picnic.





*Le Beau, 1738*

THE BIRCH-BARK CANOE

## CHAPTER XXIV: AN INDIAN CANOE

WHEN the Indians wanted to get around the country, they did not have any automobiles, nor even horses and carriages. They had to travel up and down the rivers by boat. One of the things that seems to have interested Columbus most, as it did the Englishmen who came to Virginia, was that the Indians had a kind of boat made entirely of a single huge log of wood. They had very few tools with which to work, and so, as we may see in the picture on page 119, they had to go about their boat-making somewhat in this fashion: —

## THE GATEWAY TO AMERICAN HISTORY

First they would select a large, thick, straight tree. Since they had no axes with which to cut it down, they would build a fire around the base of the tree. After the fire had been burning all day, or perhaps several days, it would burn through the tree, and the tree would fall to the ground. In the picture may be seen a tree with the fire burning at its base and another which has just fallen. Then the Indians burned off all the small branches and left nothing but the trunk, so burned as to be the exact length of the boat they wished to make. This trunk was then hoisted on smaller logs, which had been placed crosswise on forked posts, as we may see in the picture. Now the Indians were able to get at all sides of their future canoe. They scraped the bark off with sea shells. Next they would make a fire on top of the tree trunk, just the size and shape of the part they wished to hollow out. This burned down into the wood, and by constantly scraping away the burned wood with sea shells, they were finally able to dig out enough wood to make a hollow boat. We can see one Indian working industriously with a sea shell, while another fans the flames to make the fire burn more vigorously.

These dugout canoes were the first type of Indian boat the white men saw. But, as they began to explore farther north, they found Indians using quite a different kind of boat. The heavy dugout was all right to float up and down the sluggish southern rivers, and was very seaworthy in the heavy surf frequently encountered off the coast of Florida and the Carolinas. But in the northern parts of America the Indians wanted





MAKING AN INDIAN DUGOUT CANOE





## AN INDIAN CANOE

a boat which did not need to be strong enough to stand the buffeting waves on the seashore, but which had to be light enough to ride the rapids in swiftly rushing rivers. These northern Indians made a framework which they covered with birch bark. It was so light that one Indian could lift it, as we see in the picture at the head of this chapter. Such an Indian canoe has been made famous for all time by Longfellow's great poem, "Hiawatha." But we must remember that Hiawatha's kind of canoe was not the first one the white men saw. All the Hiawathas have long since disappeared from their hunting grounds in the north, but we may still find the descendants of the men who made the dugouts living in the back country of Florida and North Carolina.



*Thevet, 1558*

EARLY PICTURE OF A BANANA TREE

## CHAPTER XXV: FLORIDA'S FRUITS AND VEGETABLES

ALL up and down the coast of America from Florida to Virginia the Indians used boats made of single blocks of wood. As the picture on page 123 shows, canoes were useful for something else besides carrying people. In Florida there has always been a luxuriant growth of fruits and vegetables. The first white men who came were evidently much impressed with this fact, and of course to-day we rely largely upon Florida to supply green vegetables to the great northern cities in the winter time. The fruits which appear on the table in New York or Chicago in cold weather come from the warmer







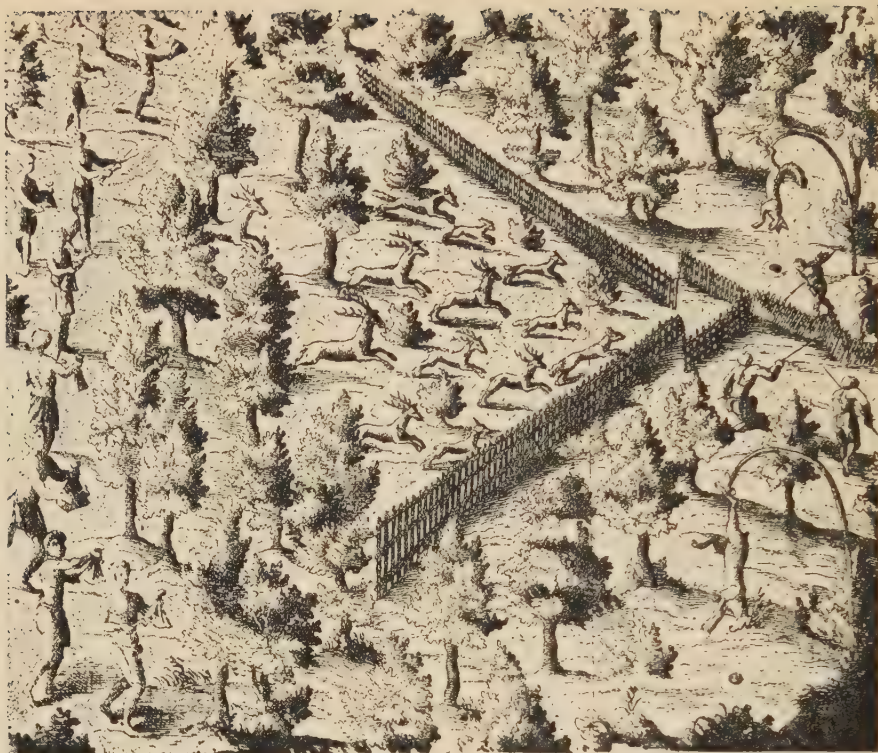
## FLORIDA'S FRUITS AND VEGETABLES

parts of the United States, such as California, Texas, and Florida. From the earliest times it has been a serious problem to transport these vegetables and fruits from the part of the country where they grow to the part where they are needed. It has also been difficult to keep them from spoiling in the hot southern sunshine.

To keep their food in Florida the Indians built a low but spacious house, such as that seen in the picture. It was constructed of earth and stone, with very thick walls. It had no windows and only one door. The roof was made of heavy branches and palm leaves, covered with more earth. Thus, inside the house it was very dark, but also quite cool. Into this storehouse the Indians put their grain, fruit, and vegetables. Since the rays of the sun could not penetrate the house, the food kept much longer than it might otherwise have done.

To-day we build great cold-storage warehouses in which we can keep fruits and vegetables from spoiling, so we may say that here we have a picture of the first American cold-storage warehouse.

It will be remembered that the question of the preservation of food played a large part in the desire for spices, which indirectly was an important cause for the discovery of America. Throughout history we find men trying to solve this serious problem of keeping food from the time when they have too much until the time when they have not enough. The great grain warehouses and factories for canning and preserving food are our modern efforts to do precisely the same thing that the Indians did in building this hut.



*Champlain, 1627*

TRAPPING GAME

## CHAPTER XXVI: THE MEAT SUPPLY

THE first white settlers in America had many things to learn from the Indians. Not only did they have to learn how to catch fish and preserve vegetables, but they had to find out how to get meat. The Europeans, particularly the English, are very fond of meat. But it was one thing to get a slow-moving and lazy cow and kill it for beef, while it was quite another thing to kill a deer. The deer was a very swift animal and of course ran away from the hunters. The guns the white men had did them little good at first, because in those days a gun was an





DECOYING DEER





## THE MEAT SUPPLY

exceedingly clumsy machine. It had to be loaded through the muzzle, and then set up on a little stand and pointed directly at the animal, before it could be fired. No deer would wait long enough for a man to shoot him with that kind of weapon. The Indians had a far more skillful way of getting their meat. They would dress themselves in deerskins, so that they looked like deer, and then they would sneak down to the river side where the animals came to drink. As the deer came to the other side of the stream, the Indians, concealed beneath their deerskins, would make ready to shoot. The animals, seeing nothing but what appeared to be other deer at the brook, would draw near the drinking pool. Then the Indians could shoot the unsuspecting deer and secure a plentiful meat supply. In the picture on page 127 the Indians may be seen crouching beneath their disguise and peering out through the eyes of the dead deer.

At the head of this chapter is a picture of how the northern forest Indians hunted for their meat. In the woods they constructed two long fences which came together at a point. At that point there was a small opening. Some of the hunters would make a great noise beating up the forest, and gradually drive the deer between the fences and nearer and nearer to the opening. Finally the deer saw the only way to get away from the Indians was to rush through the little gateway between the fences, and as they leaped through it they could easily be caught by other Indians standing ready for them.

The animals which are hanging from trees have been caught

## THE GATEWAY TO AMERICAN HISTORY

in yet another way. An Indian would select a stout young tree, or sapling, and bend it over so that the top of the tree touched the ground. The sapling would be fastened in that position and a noose attached to it. Some food of which the animals were especially fond would be placed on the ground inside the noose. The deer or other beast would come up and start to eat the food, and so step right inside the noose. In doing this he would loosen the sapling and the young tree would spring back into its original position, carrying the animal up into the air with it, because in the meantime its foot had become entangled in the noose. After this the Indians could cut the body down whenever they wanted to.



AN EARLY PICTURE OF BIG GAME IN AMERICA,  
THE BUFFALO

## CHAPTER XXVII: INDIANS AT PLAY

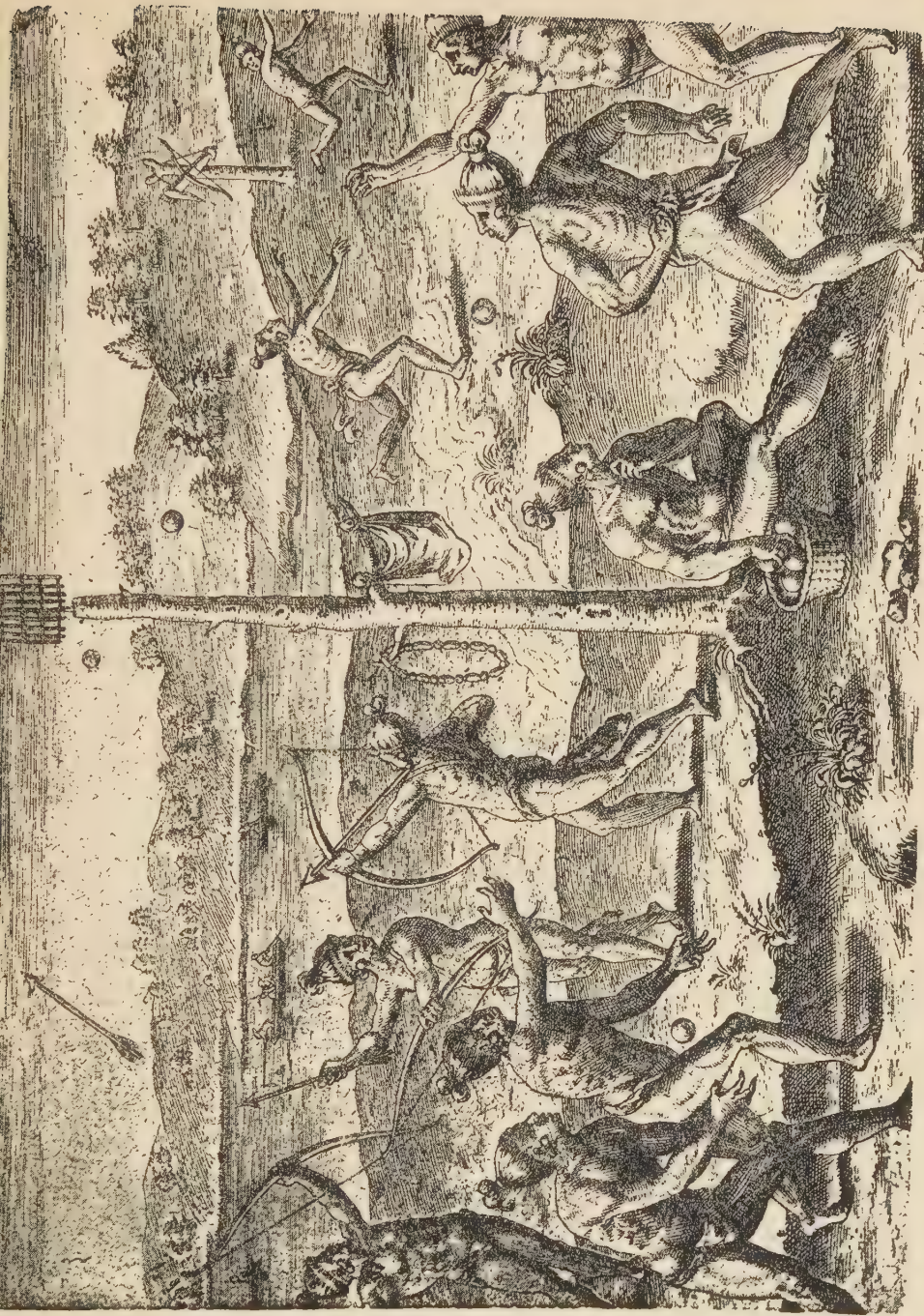
THE picture on page 133 is one of the earliest representations we have of Indian boys at play. At the left may be seen a boy who has just shot his arrow up into the air. Two other boys are drawing their bows to see whether they can shoot quickly enough and accurately enough to hit the first arrow before it falls to the ground. It is the same sport we see to-day, when one boy throws up a tin can and another tries to hit it with a stone in mid-air. The bow and arrow was the principal weapon the Indians had and a great deal depended on their being able to use it with the greatest skill. The Indians relied upon bows to defend them against their enemies and also to procure food. Unless a boy learned when he was still very young to shoot straight and swiftly, he was not likely to amount to anything in the life of his tribe. It is no wonder that they practised constantly to improve their marksmanship.

## THE GATEWAY TO AMERICAN HISTORY

Since they had no automobiles in which to travel, and no United States Mail to carry their messages and parcels, the Indians had to be able to run long distances. They needed endurance to enable them to keep on for long periods of time through field and forest. This running of races among young Indians was really a preparation for life, and not, as with us to-day, merely a sport for young men which they expect to give up after a few years. In the back of the picture two Indians are racing.

In the middle of the picture is a tree trunk with a thing that looks like a gridiron at the top. We do not know just what this game was, but it is apparent that one Indian is throwing a ball at the gridiron in such a way that it will bounce back and be caught by another boy. It would be rather difficult to hit the gridiron in the first place, and then to guess where the ball was going as it bounced back and be there to catch it would require a good deal of skill. Perhaps those things hanging on the tree are the prizes awarded in this game. It may seem strange for the winner to receive nothing more valuable than a necklace, particularly if he were a boy. But the Indians would probably think it very silly to see our modern athletes receive as prizes such things as gold medals which they never wear or silver cups from which they seldom drink.





*de Bry, America, Pt. II*

INDIANS AT PLAY





*John Smith, 1624*

THREE ENGLISH SOVEREIGNS UNDER WHOM THE ENGLISH CAME  
TO AMERICA

## CHAPTER XXVIII: THE FOUNDING OF JAMESTOWN

THE colony of Englishmen on Roanoke Island did not prosper. At first the people could not live unless more supplies were brought over from England. Frequently it happened that, when a boatload of food started for Roanoke, the captain of the vessel was a man like Sir Francis Drake, who would much rather chase the Spaniards and capture their gold. More than once the supply ships never reached Virginia at all. Finally, after Sir Walter Raleigh had spent all his money, some English merchants decided that the real way to establish a colony in the New World was for a number of rich men to get together, and each contribute a part of the money necessary. Thus, if the project failed, each would lose only a small sum, instead of permitting one man to ruin himself as Raleigh had. This organization was called the Virginia Company, and it soon sent colonists to America who landed farther up the coast than Roanoke. They sailed into a river, which they called the James River after King James I, who had now succeeded Queen Elizabeth as the ruler of England. Then in 1607 they



## THE GATEWAY TO AMERICAN HISTORY

built upon the bank of the river a town, which they called Jamestown.

This was the first successful English colony in America and it was founded just one hundred years after Martin Waldseemüller had written his book giving the name America to the New World. The new colony was able to survive and prosper, largely because of the unparalleled bravery and persistence of its leaders. Chief among these was Captain John Smith. From the very beginning he had trouble with the Indians, because the Indians began to realize that the white man had come to stay and that he was taking the lands which they had always regarded as their own.

What we know of the beginnings of Jamestown is very largely due to the fact that Captain Smith wrote a book about Virginia. We may see from the picture of him capturing an Indian chief that the Captain did not mind making himself the hero of his own story. But if you and I had done all the things John Smith did, and endured all the dangers he experienced, perhaps we too should be anxious to tell someone about them. Certainly his book was a very important one to the members of the Virginia Company, for it told them how their colony over the seas was progressing.

Near the end of this chapter is the coat of arms of the Virginia Company. Upon the shield are four smaller shields, each surmounted by a crown. These four crowns represented the four kingdoms over which King James of England was said to rule: England, France, Ireland, and Scotland. The





John Smith, 1624

ONE OF JOHN SMITH'S EXPLOITS



## THE FOUNDING OF JAMESTOWN

lion is for Scotland, the harp for Ireland, while the other two shields represented England and France together — the three fleurs-de-lis for France and the three leopards for England.



Beneath the arms we see the motto, *En Dat Virginia Quintum*. *Quintum* is the Latin word for fifth, and signified that the Virginia Company was presenting King James with a fifth kingdom, in America. Had the successors of King James been able to understand this, it is possible there never would have been any American Revolution. The United States finally separated from England because the king would not understand that America was a separate nation and not a part of the Kingdom of England.



CAPTAIN JOHN SMITH

## CHAPTER XXIX: JOHN SMITH AND POCAHONTAS

FROM the picture in the preceding chapter it is apparent that there were a great many more Indians than there were white men when the town on the river James was first built. So it was a long time before the Indians stopped fighting to keep Captain Smith and his Englishmen from building their houses and taking the land for plantations. Once, according to Captain Smith, he was himself captured by the Indians. Of course they were very glad to get such a dangerous enemy and they took him in triumph to their Emperor Powhatan. Powhatan was delighted that his warriors had taken the famous English





Smith, Virginia, 1624

# POCAHONTAS RESCUES JOHN SMITH



## JOHN SMITH AND POCAHONTAS

leader and he commanded all his men to come to his rude palace and advise him what to do with Captain Smith. The King sat next to a big fire and all his men came in and talked for a long time. Finally they decided that Captain Smith was such a very dangerous man that they had better kill him, and thus rid themselves of him and his Englishmen. So we may see from the picture how they brought the Captain into the palace and laid him on the ground, and one of the Indians stepped up with a club to hit him on the head and kill him. But just then a girl ran into the palace and she rushed up to Captain Smith, put her arms around his head, and forbade the Indian to kill him. She was Powhatan's daughter, the Princess Pocahontas. Powhatan was much perplexed by this, as he was fond of Pocahontas, and if she did not want to have Captain Smith killed, he knew he had better not do it. After thinking it over he decided to let Captain Smith live, which pleased Pocahontas very much.

We have said that Captain Smith was a great story-teller, and this business of Pocahontas was one of his stories. Three curious objects appear in the coat of arms of John Smith, which tell us another story about him. Long before he came to America he had traveled in Asia, in the country through which came the spice caravans. You remember we said that people often attacked those caravans and stole the spices. That meant there was plenty of fighting out in the East. John Smith did a good deal of that fighting and defeated three famous Turkish soldiers. Because he overthrew those three Turks, he had three Turks' heads placed on his coat of arms.





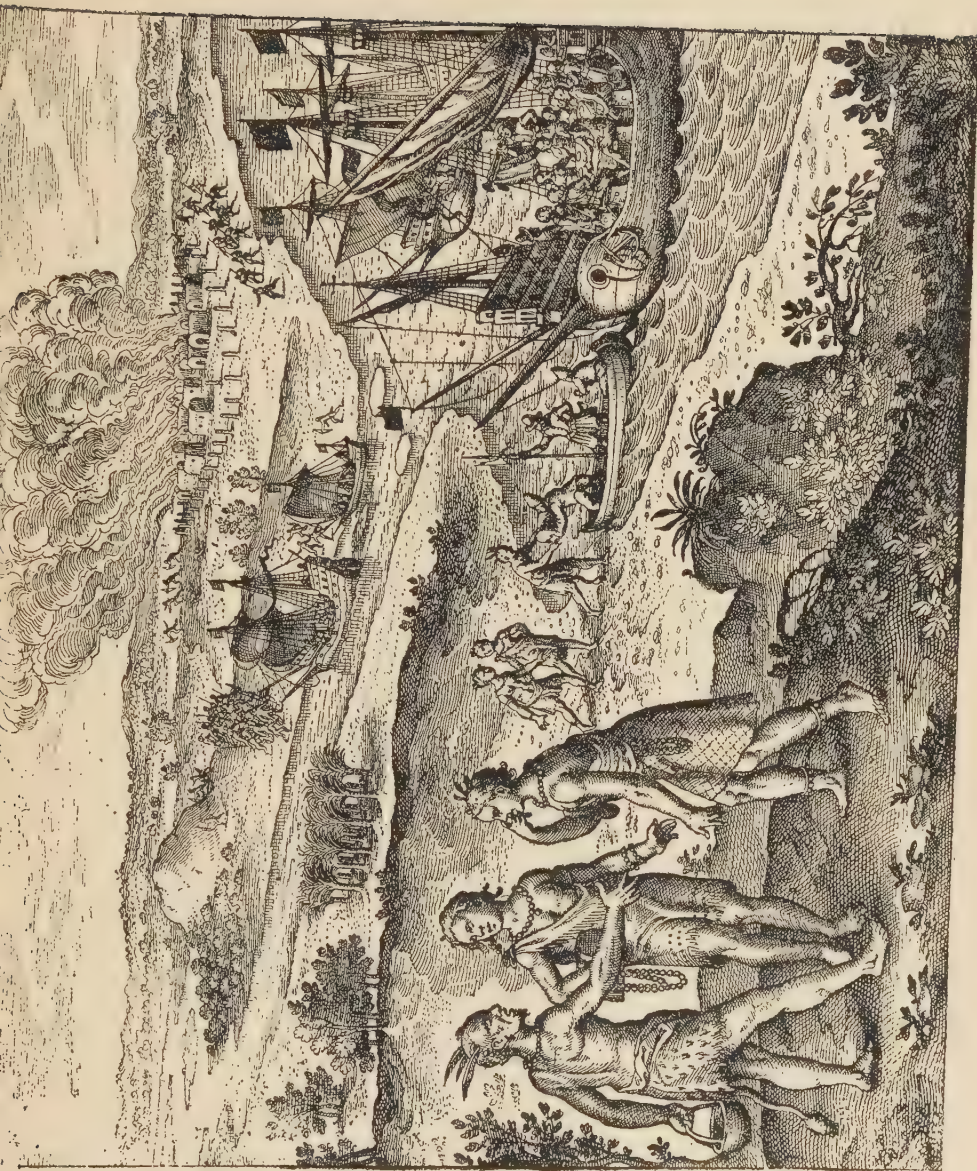
*de Bry, America, Pt. I*

INDIAN WARRIORS

### CHAPTER XXX: POCAHONTAS GOES TO JAMESTOWN

It was a long time before the Indians and the white men really became friends. At one time Powhatan wanted to get some of the tools and the weapons the Englishmen had, so he went down the James River and found eight Englishmen, whom he captured along with their guns, their shovels, and pickaxes. The Indian chief took his prisoners back to his home far up the river. One of the English leaders at Jamestown determined to rescue his friends and so he fitted out an expedition and started up the river after the Indians. This English captain, whose name was Argall, found one of Powhatan's villages and he attacked it and set it on fire. But he did not stop there by any means. He anchored his ship near the village where





*de Bry, America, Pl. X*

POCAHONTAS ENTICED ABOARD THE ENGLISH SHIP



## POCAHONTAS GOES TO JAMESTOWN

Powhatan himself lived. Then he made friends with an Indian whose name was Japezeus. Captain Argall offered to give Japezeus a copper kettle if he would induce the Indian princess to come on board the English boat. You can see the kettle in the Indian's hand. After a long talk, Japezeus got his wife to persuade Pocahontas to come down to the shore and look at the English ship. When she came, she was much amazed at the great size of the vessel. Then Japezeus's wife said she would like to go on board and Pocahontas said she would go too. When they got on board, the English captain gave the Indians a big banquet. Then he let Japezeus and his wife go home, but he would not let Pocahontas go ashore. Whereupon, as one of the Englishmen remarked, "she began to be exceeding pensive and discontented." In fact, Pocahontas was very much frightened, and she cried, and wanted to know why he would not let her go. The English captain said he was going to take her back to Jamestown with him and keep her there until her father gave up those Englishmen he had captured. So, in spite of her protests, Pocahontas was taken to the English settlement down the river. The picture shows Pocahontas and Japezeus and his wife deciding to go on the English boat. That boat carried the Indian princess away to a strange adventure.



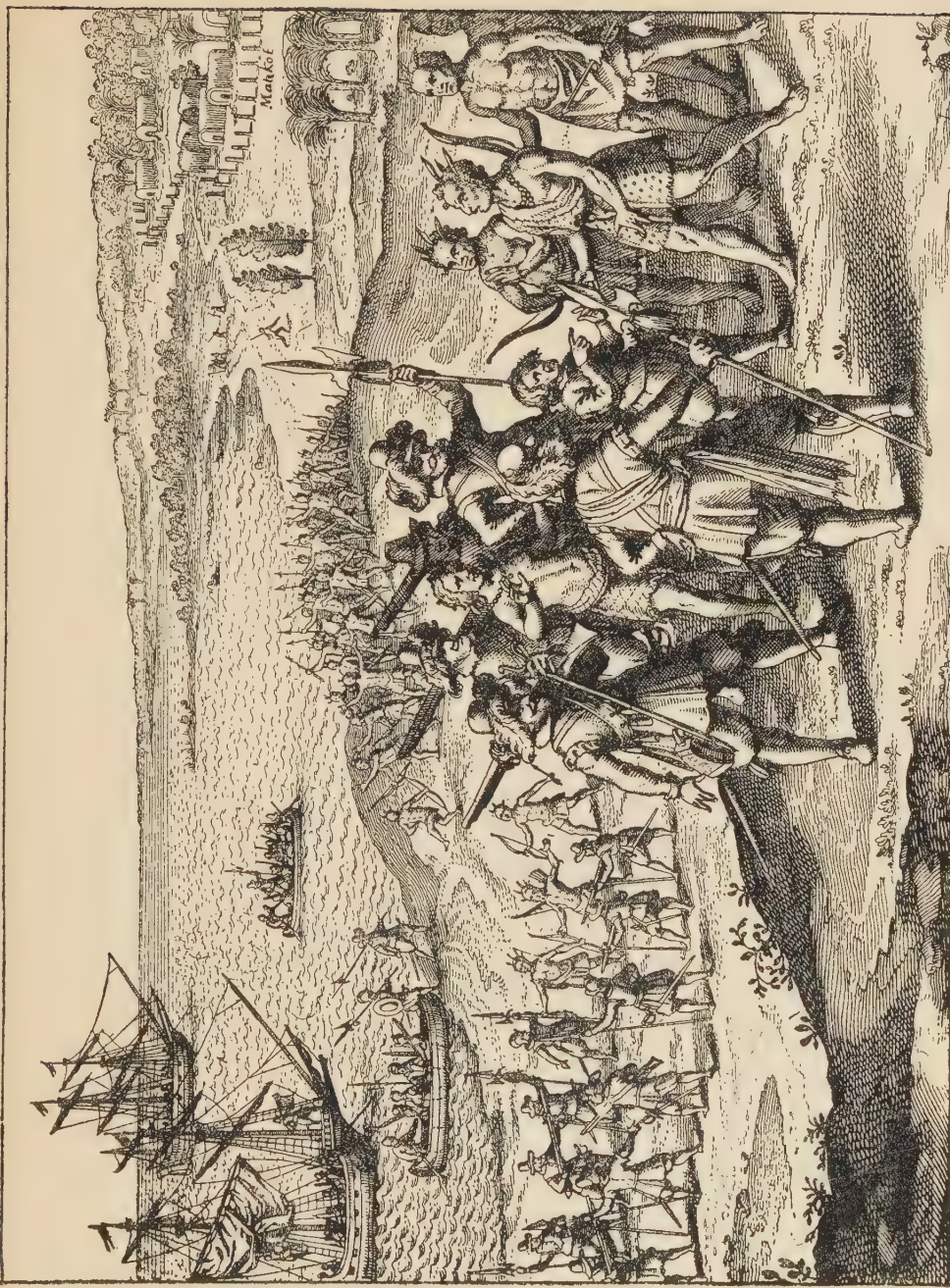


*de Bry, America, Pt. X*

## CHAPTER XXXI: POCAHONTAS AND JOHN ROLFE

POWHATAN was much disturbed when he found that the Englishmen had carried off his daughter. He sent two of his sons down the river to see their sister and find out whether she was being treated kindly by the white men. Somewhat to their surprise, they discovered she was quite happy. Soon they learned why. The Englishmen had captured the Indian girl to force Powhatan to give up some white captives and their weapons. Two Englishmen, Master John Rolfe and Master Sparks, then went up the river and explained this matter to the Indian emperor. Powhatan took a long time deciding what





*de Bry, America, Pl. X*

POCAHONTAS AND HER BROTHERS



## POCAHONTAS AND JOHN ROLFE

he was going to do, and in the meantime John Rolfe fell in love with Pocahontas and asked her to marry him. Evidently Pocahontas was fond of Master Rolfe, for the first thing Powhatan knew he heard that his daughter was going to marry a white man. So he sent one of Pocahontas's uncles down the river to give her away at the wedding ceremony. The two brothers likewise came down to see their sister married. Ralph Hamor, one of the colonists, thus concludes the story: —

“ . . . And ever since we have had friendly commerce and trade, not only with Powhatan himself, but also with his subjects round about us; so as now I see no reason why the Colony should not thrive a pace.”

In the picture on page 149 may be seen Pocahontas telling her two brothers that she is being well treated by the Englishmen and is very happy with them. Perhaps also she is telling them she intends to marry John Rolfe, for certainly the brothers look astonished at what she has to say.

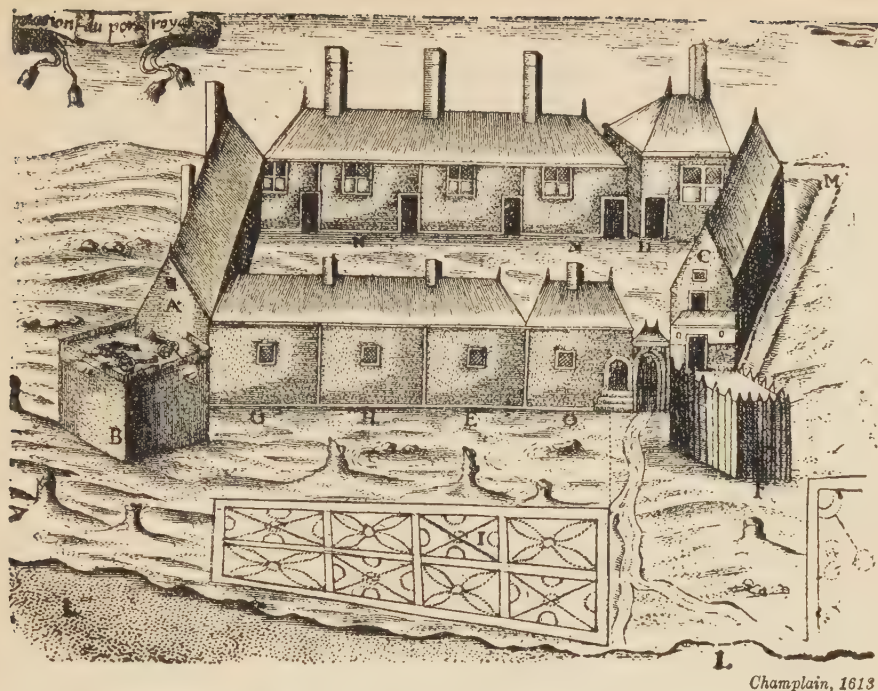
In the middle of the picture is an Englishman with a gun over his shoulder, and a long thing that looks like a fork in his left hand. That is one of the little stands upon which he had to rest his gun before shooting it, as was mentioned in the description of hunting the deer. Down on the shore may be seen two Englishmen with their guns actually resting on such stands.

John Rolfe became an important person in American history, because he discovered how tobacco could be dried and sent back to England without being spoiled by the damp sea

## THE GATEWAY TO AMERICAN HISTORY

air. He showed the people of Virginia how they could make money by raising tobacco, just as the Spaniards became wealthy from the sugar plantations. Finally Master Rolfe's business grew so large that he had to go back to England to manage it. He took Pocahontas with him and she lived there with him the rest of her life. They had a number of children and their descendants are still living in Virginia.





## CHAPTER XXXII: THE FOUNDING OF NEW FRANCE

WHILE the Spaniards were making discoveries in the southern part of America, and the English were exploring the central part of the continent, the French were investigating the northern part. Some hardy sailors came from France to America shortly after Columbus, but it was many years before the French made any important discoveries or settlements in the New World. During a part of the sixteenth century the French were so busy with fierce civil wars that they had no strength to spare to send men overseas. But when the wars were over there were a number of bold adventurers who wanted something to do.

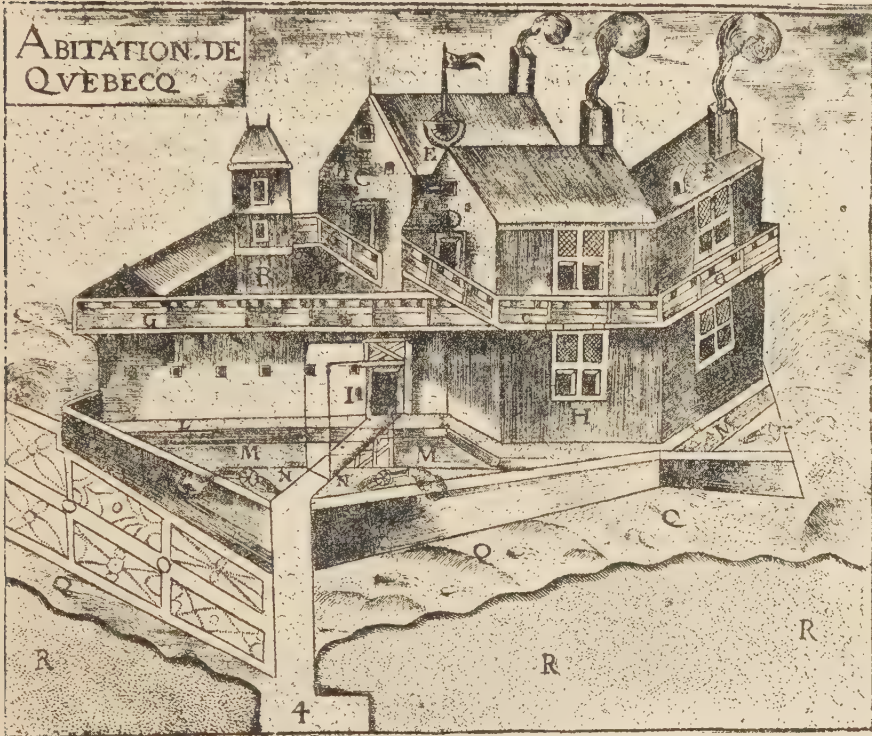
## THE GATEWAY TO AMERICAN HISTORY

Chief among these was Samuel de Champlain, whom we may regard as the real founder of New France. He came to America about the same time that Captain Smith went to Virginia. Like John Smith, Champlain was a mighty warrior. But he was equally energetic when he turned his hand to the arts of peace. In 1605 he placed a colony of Frenchmen upon the peninsula of Nova Scotia. The picture at the head of this chapter is a drawing of the house he built there. The workmen lived in the house marked *A*, while opposite them in *C* were the food and other stores. Champlain himself lived in the little house marked *D*.

As early as 1603 Champlain had ventured into the mouth of the mighty river St. Lawrence and sailed far up that stream. Upon its banks in 1608 he built another house, around which grew up a settlement, and finally a town, which is to-day the city of Quebec. On the opposite page is the first picture of the first dwelling in Quebec. It is not a very good drawing, but it is the earliest one we have, and it comes from Champlain's own account of his exploits. Of course it had to be built to hold not only Champlain but all his men as well. Like the house in Nova Scotia, it is really several houses. Champlain himself lived in the part marked *D*. He built a wall around the house and ran a gallery around the second story. The wall served as a barrier against attacking Indians; the gallery enabled the inhabitants to shoot down at the savages as they approached. The main doorway is at the point marked *I*. Around the building Champlain had dug a ditch, filled with water. This moat,

## THE FOUNDING OF NEW FRANCE

which is marked *M*, was intended as a further protection against the Indians. A bridge runs across the moat from the doorway. Champlain could pull the bridge up and use it as a



*Champlain, 1613*

### THE FIRST PICTURE OF THE FIRST SETTLEMENT AT QUEBEC

door to close the entrance. The upper part of the tower marked *B* was used for pigeons, which were useful to carry messages and also for food. *E* is a sundial, and above it is a flag with the three lilies of the King of France. In front of the house at *R* runs the river St. Lawrence.





CHAMPLAIN

### CHAPTER XXXIII: THE ALGONQUINS AND THE IROQUOIS

CHAMPLAIN found the winters at Quebec very hard and long. It was far colder there than in the parts of America which the Spaniards and Englishmen had explored. During one winter there he found that the problem of getting proper food for his men was very serious because the men began to get sick for want of fresh meat. There were plenty of small fruits along the river St. Lawrence in the summer time, but when winter came it was the same old story of there being too much food at one season of the year and not enough at another. Apparently the Indians suffered much as did the Frenchmen, for Champlain tells us that he frequently found Indians starving and had to feed them out of his own scanty store of food. When spring finally came, only Champlain and two other Frenchmen were





*Champlain, 1619*

CHAMPLAIN'S BATTLE WITH THE IROQUOIS



## ALGONQUINS AND IROQUOIS

really fit to do anything. These three white men went out to find what fresh food they could and to see whether some of the Indians around Quebec had survived. These Indians were called Algonquins. He found many of them just about to start out on an expedition to the south to attack some other Indians who were called Iroquois. Champlain offered to go with the Algonquins and of course they were delighted to have the Frenchmen with their guns go along.

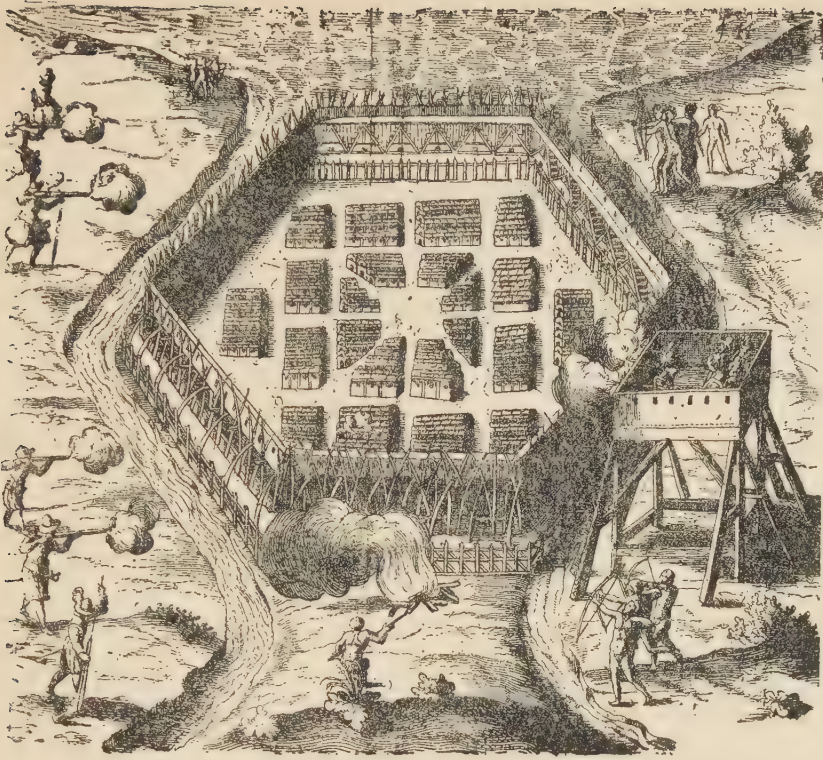
After many days paddling in their canoes up through lakes and rivers, the Algonquins saw a great fleet of canoes ahead, and they knew that their enemies, the Iroquois, were waiting for them. The Algonquins sent messengers to inquire whether the Iroquois were ready to fight. The Iroquois replied that they were not, but would be ready the next day. So the Algonquins waited. Meanwhile the Iroquois landed on the shore of the lake and built a small fort of tree trunks and brushwood. Next day the Algonquins came up with Champlain and his men. They landed their canoes on the shore and began to shoot clouds of arrows at the Iroquois fort. The defenders rushed out to attack the Algonquins, and then Champlain and his two Frenchmen stepped forward and fired their guns at the Iroquois. The poor Iroquois had never heard guns before and they were so frightened that they ran to their boats and paddled away for dear life. The Algonquins felt they had won a tremendous victory over the Iroquois and were of course unboundedly grateful to Champlain.

In the picture on page 157 we can see the little fort the

## THE GATEWAY TO AMERICAN HISTORY

Iroquois built the night before the battle. The boats of the Algonquins are marked *H* and those of the Iroquois are marked *C*. Champlain is standing out in front of his friends, the Algonquins.





*Champlain, 1627*

## CHAPTER XXXIV: CHAMPLAIN AND THE IROQUOIS

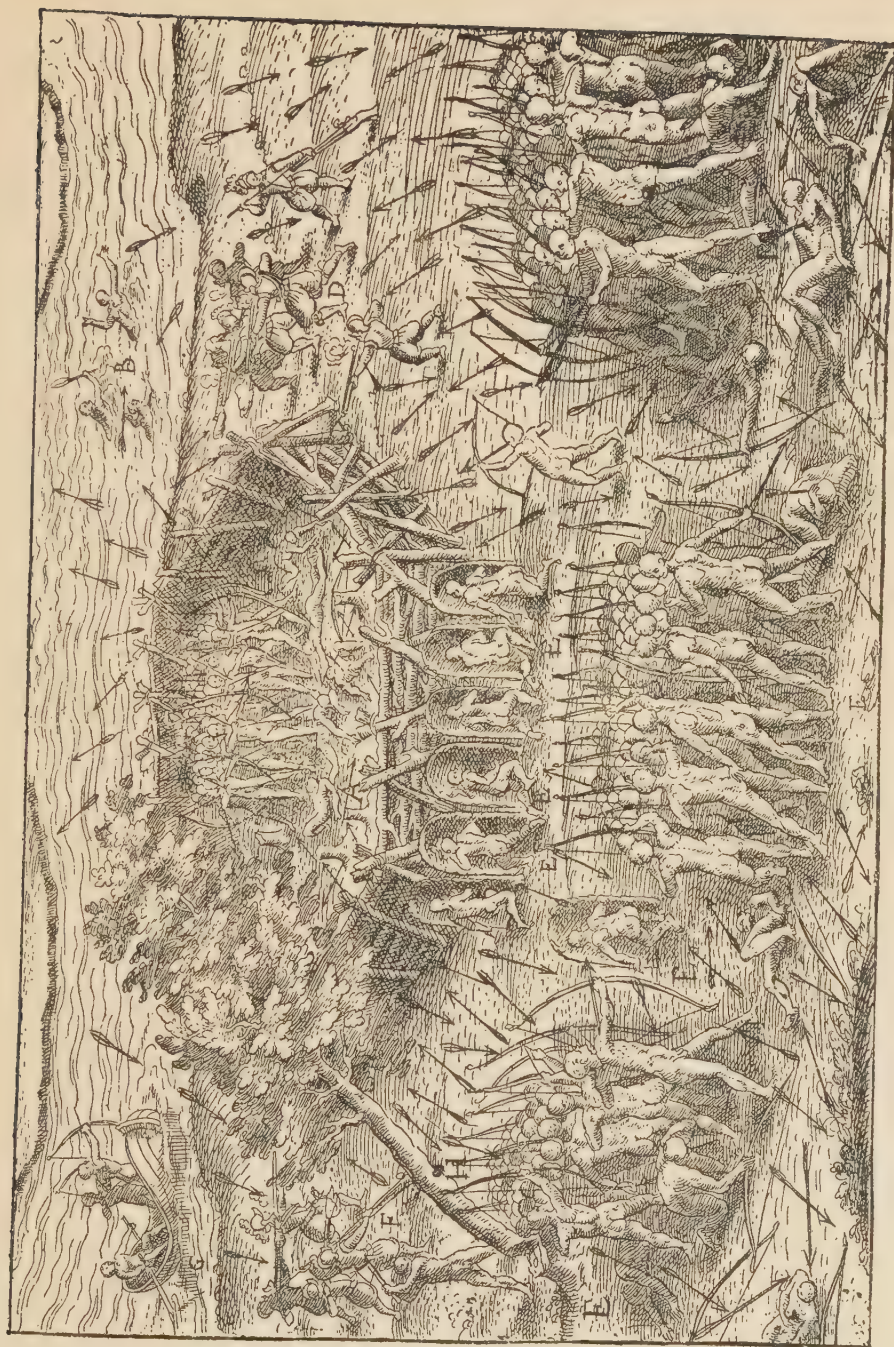
WHEN Champlain took the side of the Algonquins against the Iroquois, he did not fully realize that these two Indian tribes had been fighting one another for a great many years. After taking the side of the Algonquins, the Frenchman soon found that he was expected to go on fighting against the enemies of those Indians. The news came that the Iroquois had built yet another fort, far larger and stronger than the first one. The Algonquins asked Champlain to help them capture that, too. Upon this occasion he got together a few more Frenchmen than

## THE GATEWAY TO AMERICAN HISTORY

he had had on the previous expedition. When he reached the fort, Champlain found it constructed as you may see on the opposite page. He directed some of the Indians to keep up a steady stream of arrows upon the defenders of the stronghold. Others he ordered to get behind great shields and then to crawl up to the wall of the fort itself. Thus protected, the Algonquins began to pull the walls down. Still another Indian was told to cut down a huge tree in such a fashion that, in falling, it would crush the walls of the fort. Champlain and his men then attacked on the side of the fort marked *D*. In the midst of the fight more Frenchmen came up and attacked on the side of the fort marked *F*. By their combined efforts, the French and the Algonquins made great holes in the fort, and then rushed in. They drove the defenders out into the river and once more triumphed over the powerful Iroquois.

All of this pleased the Algonquins so that they next asked Champlain to help them capture an entire Iroquois town. This seemed like a more difficult task, but Champlain used the tricks of warfare he had learned in Europe. He had a huge wooden tower built, which was higher than the walls of the town. What happened may be seen from the picture at the head of the chapter. From their high position the French could shoot into the Iroquois enclosure. This kept the Iroquois inside their houses, and they did not even venture forth to defend their own walls. It was easy, then, for the French and Algonquins to march up to the walls and set fire to them. As soon as this was done the victors rushed in and again the proud Iroquois were defeated.





Champlain, 1613

CHAMPLAIN'S ATTACK ON THE IROQUOIS FORT





## CHAMPLAIN AND THE IROQUOIS

By these campaigns the French earned the gratitude of some of the Indian tribes of America, but they also succeeded in making the Iroquois their enemies forever. This became a serious matter later on, when the Iroquois took the side of the English in driving the French completely out of North America. For the time being, however, the French were able to make settlements up and down the great river St. Lawrence. Their traders pushed far up the river to the Great Lakes from which the river comes. These bold Frenchmen soon covered all the waterways of the Northwest, and had trading posts which have since become great cities of the Middle West, such as Detroit. With the traders went French missionaries, spreading the Gospel among the Indian tribes who lived around the Great Lakes. The sufferings, the adventures, and the deeds of these traders and missionaries you may read in the works of one of the greatest American historians, Francis Parkman.



*Schouten, 1619*

DUTCH TRADING VESSELS LEAVING OLD AMSTERDAM

CHAPTER XXXV: HENRY HUDSON AND HIS RIVER

THERE were some white men who made friends with the Iroquois Indians. Among the people of Europe who were intent upon finding a shorter way to the Spice Islands were the Dutch. These people, who lived in the Netherlands, were great sailors. Their country faced upon the North Sea, and their lands were cut across by numerous canals, which made the Dutchman familiar with boats from early childhood. It will be remembered that the merchants of Italy became rich and powerful in the fifteenth century because they were the people who carried the spices on the last stage of their voyages to Europe. When Vasco da Gama sailed around Africa and got spices directly, and when men like Drake proved that one could actually reach the Spice Islands by sailing around the tip of South America, it was no longer necessary to bring such cargoes through the

## HENRY HUDSON AND HIS RIVER

Mediterranean Sea on Italian ships. The Italians lost their great business of carrying the goods that Europe needed. That work now fell into the hands of people whose countries faced on the Atlantic Ocean. We have seen how the Spaniards, the French, and the English carried on this work. In the same way the Dutch began to use their ships and their sailors in bringing the riches of the East to Europe.

At first these Dutchmen sailed, not as Columbus did, to the west, but as da Gama did, to the south and east, around Africa. But even that was a very long trip, so they determined to find a shorter way. Some wealthy Dutchmen formed a corporation like the Virginia Company which they called the Dutch East India Company. This organization commissioned an English sailor, Henry Hudson, to find a new way to the East by sailing to the north, around the top of Europe. He obeyed their instructions, but at the north of Europe he found so many icebergs that he could not get his boat through. So he turned about and started west, to find a passage across the top of North America. Here too he met ice, and he decided there was no passage through to Asia by that way. He then turned south and sailed down the coast of North America.

On this voyage, in the year 1609, he passed the lands which John Cabot had found a century before. But he sailed farther south, even beyond the St. Lawrence River where Champlain had been so busy. About half way between the St. Lawrence and Virginia he found a great river flowing into the ocean, and boldly he sailed up that stream. Here he found the Indians

## THE GATEWAY TO AMERICAN HISTORY

against whom Champlain had fought, but instead of making war he decided to trade with them. He found the Indians wanted the hatchets and knives which he had brought along



*De Vries, 1655*

DUTCH TRADING VESSEL WAITING FOR ITS CARGO

and with which he intended to get spices. Of course these Indians had no spices, but they wanted his tools, and they offered him some magnificent furs in exchange for his hardware.

Hudson let his ship lie offshore many days, while the Indians brought down canoe-loads of the beautiful skins and soft furs they had for sale. Chief among these was the skin of the beaver.



## HENRY HUDSON AND HIS RIVER

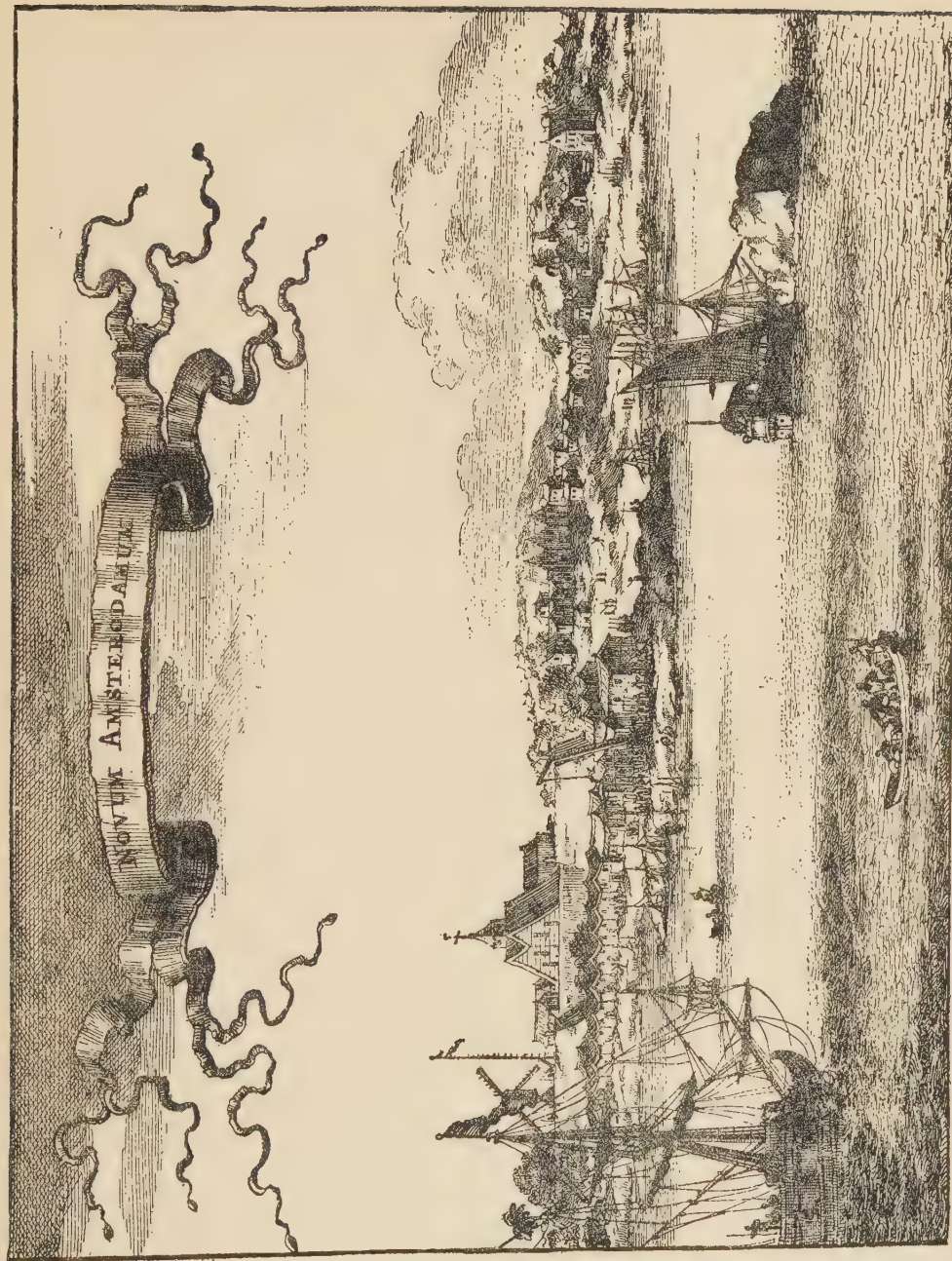
Hudson knew he had found something that was needed in Europe just as much as spices, for in those days of badly heated houses any man would be glad to pay a great deal of money to get a good fur coat. So Hudson took his shipload of furs back to the Netherlands, and reported to the Dutch East India Company that, although he had not found a way through to the East, he had found something in America that was quite as valuable as the spices from the Moluccas. The great river up which he sailed has been called, after him, the Hudson River.



ARMS OF NEW AMSTERDAM

## CHAPTER XXXVI: THE DUTCH FOUND A GREAT CITY

THE Netherlands town in which the Dutch East India Company had its headquarters was called Amsterdam. When the merchants heard about the wealth of furs that were to be had along the banks of the Hudson River, they formed another company which they called the Dutch West India Company, because it was to trade in the West instead of the East. This company sent out first traders and then settlers, who found a long, narrow island at the mouth of the Hudson River. This island was called, by the Indians, Manhattan. Of course Manhattan Island belonged to the Indians, and the Dutch merchants decided that, instead of taking the land away from the Indians as the Spanish and English had done so many times, they would offer to buy it. The leader of the Dutchmen, whose



NEW AMSTERDAM, LATER, NEW YORK

*Montanus, 1671*





## THE DUTCH FOUND A GREAT CITY

name was Peter Minuit, told the Indians he would give them something in exchange for the island. What he gave them amounted to about twenty-four dollars, and the Indians seemed perfectly satisfied.

In 1623 the Dutchmen began to build a city on Manhattan island, which they called New Amsterdam. As may be seen from the picture on page 171, they built a fort, to protect themselves against hostile attacks. Then inside the fort they built their church. In their native land they had long been accustomed to use great windmills for grinding their wheat into flour, and for pumping water out of the marshes. So they erected a windmill in New Amsterdam. In the centre of the picture, near the shore, is a large crane, used for unloading the vessels. Just to the left of the crane are two upright posts and a crossbar. These are the weighing scales, standing just in front of the weigh-house. The cargoes had to be carefully checked, for the Dutch merchants wanted to be sure they were getting a true measure. Farther back to the right in the picture are three tall houses, which are the West India Company's warehouses, in which they stored the beaver skins while they waited for ships to come in. Finally they gave New Amsterdam a coat of arms, at the top of which one may see the beaver. Later the name of New Amsterdam was changed to New York; and even to-day one may still see on the coat of arms of that great city the beaver which led to its foundation.

There has come down to us an interesting and quaint description of the island of Manhattan as it was when the Dutch

## THE GATEWAY TO AMERICAN HISTORY

first built their city upon it. About 1628 one of the settlers wrote: "The island of Manhataas extends in length along the Hudson River, from the point where the Fort, New Amsterdam, is building. It is about seven leagues in circumference, full of trees, and, in the middle, rocky to the extent of about two leagues in circuit. The north side has good land in two places, where two farmers, each with four horses, would have enough to do without much clearing at first. The grass is good in the forest and valleys, but when made into hay is not so nutritious for the cattle as in Holland." It is hard to picture the modern city of New York from any such story as this. Yet it is barely three hundred years since Broadway, Fifth Avenue, and Forty-second Street were "forests and valleys." The history of America is short indeed, when compared with that of other nations. But what country can show such an astonishing transformation in such a short time as can America, upon the island of "Manhataas"?



de Magell. navis & Prima ego velivols ambui cursibus Oceanum  
Magellanicis hinc te duc  
ducta frecto  
Ambui, meritisq; vocor Victoria. sunt mi  
Vela aë. præcium glorie, pugna, mare

## A MAP OF THE WORLD

ON the opposite page is a map of the world made in 1587 and dedicated to Richard Hakluyt, one of the first men to gather into a book the stories of the great discoveries.

Notice at the left side of the map the words *Maluchae Insulae*—the Molucca, or Spice, Islands. Even to-day most of our spices come from these islands.

In crossing the Atlantic Ocean (marked *Oceanus Atlanticus*) men did not at first realize that the two great continents of North and South America lay between Europe and Asia.

The first part of the New World to be called New England was what we now call California. It was named New England by Sir Francis Drake when he discovered it. That is why you see *Nova Albion*, 1580, above the word *California*.

On the right side of the map, in Latin, are the countries of Europe from which our ancestors sailed when they started for the Spice Islands and discovered America. *Hispania* is Spain. *Nova Hispania* is New Spain, where the Spaniards settled in America. *Gallia* is France. *Nova Francia* is where the French settled in America. *Anglia* is England. The English in the New World settled in the part marked *Virginia*.

Columbus landed first on one of the little islands just north of the big island of *Cuba*, which is just below *Florida*. Santo Domingo was on the island marked *Hispaniola*, next to Cuba.

Probably the river marked *Arambi*, running through the words *Nova Francia*, is the Hudson, at whose mouth was built New Amsterdam, now New York.





Date Due

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Adams, Randolph G. 19162  
The gateway to American  
history.

Adams, Randolph G. 19162  
AUTHOR

The gateway to American  
TITLE history.

DATE DUE	BORROWER'S NAME

**WITHDRAWN**

